HAPPY LITTLE LONDONERS DOWN IN DEVON

All too many children are still to be found in the war-torn and war-threatened streets of London. Indeed, it is estimated that these children still number 290,000, even after the evacuations of late weeks. The best place for a child today is in the country, and fortunately many hundreds of thousands of little Londoners are benefiting from a change of scene. The fried-fish shop and the ice-cream tricycle are unknown in their new homes, but there is plenty of plain, wholesome fare. Here, in the Devon village of Lower Netherton, one of their new "Mothers" is handing out a morning ration of soup to evacuee children.

Photo, L.N.A.

Byron Would Have Been Proud of Greece Today

Byron, who went to Greece to help in her fight for independence from Turkish rule and died there at Missolonghi in 1824, would have hailed with delight the stand against Italian aggression made by the Greeks in these latter days. Below we describe the opening moves in the campaign.

AFTER a week the campaign in Greece showed no signs of a speedy conclusion. The Greeks, who had stood up marvellously well to Mussolini's bullying and who had refused to be rattled even when an "unknown" submarine sank their only cruiser, not only showed fight when the Italians invaded their country, but did fight to excellent purpose. In fact, the Italians soon realized that their attempt to rush the Greek defences and capture Salonika in a few hours or two or three days at most was doomed to failure.

The first Italian columns crossed the frontier from Albania in the early morning of Monday, October 28. From their movements it seemed that they were heading for Florina, in the north-west of Greece on the road to Salonika, and Janina (Yanina), the largest town (pop. 25,000) of the department of the same name in the province of Epirus. Another body of invaders moved along the coast southwards from Konispolis, probably with a view to preventing reinforcements from being sent to the Greek island of Corfu, which for years has been viewed by Mussolini with covetous eyes.

The war's first week went by, and the invaders appeared to have made little progress. In the Janina sector they claimed to have reached the little river Kalamas, representing a gain of perhaps 10 miles. In the Florina sector, however, not only had their advance been halted, but the Greeks had delivered a strong counter-offensive. On November 1 the invader became the invaded, as considerable detachments of Greeks crossed the frontier into Albania, in a drive towards the town of Koritza (Korcha)—a small place of some 22,000 people, situated astride the road which runs southwards parallel to the frontier on the Albanian side and which must be used by the Italians on their way to Janina. If Koritza, which is also an Italian supply base, were captured, then their communications would be threatened.

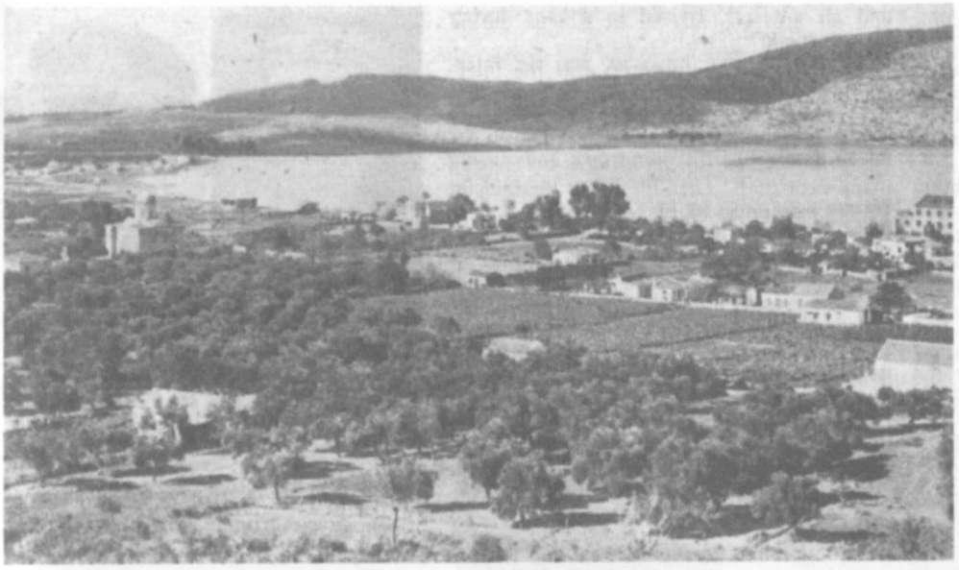
That the Greeks fully appreciated the strategical importance of the place was obvious from their determined attack. In spite of a heavy bombardment those crack troops of the Greek Army, the kilted Evzones, sprang from their trenches and carried the heights dominating Koritza at the point of the bayonet. By evening the enemy resistance had been smashed, and the Greeks were left in occupation of the positions they had captured, five kilometres (three miles) within Albanian territory. Having won the heights, the Greeks brought up their artillery and consolidated their position, and at the same time extended their hold on the surrounding mountain region. In these operations they claimed to have taken over a thousand prisoners.

King George of the Hellenes spent the years from 1923, when he abdicated, to 1935, when he was recalled to the throne of Greece, chiefly in London at Brown's Hotel. It was on a return visit to London that this photograph was taken.
Photo, Hay Wrightson

When the Italians invaded Greece on October 28 they found themselves in a land of high and rugged mountains, of narrow passes and swift-flowing streams—a land far from ideal for the manoeuvring of their tanks and motorized columns. The field of initial operations is shown in this map of most of Greece and the adjoining areas of Albania and Yugoslavia.

But if the Italians were slow in demonstrating their superiority in the fighting on land—and that superiority, let it be remembered, is entirely a matter of equipment, for the Greek islander, a peasant armed with a gun, is quite a match for the Italian drawn from the cities of the plain—in the air they proceeded to assert their predominance over the Greeks, who, indeed, have an almost insignificant air force. On the first day of the war the port of Patras was bombed and a number of people were killed and wounded; the number of casualties was all the greater because the Italian 'planes that came over were disguised with Greek markings and the streets were filled with spectators. On November 1 Salonika was raided; 40 people were killed and 80 wounded, all civilians, and 22 fires were caused in the harbour and amongst the shipping. In one of the first raids on the great Greek port Count Ciano's "Disperata," or "Suicide Squadron," was engaged, and the Italian Foreign Minister's activity in this unusual sphere was immediately recognized by his promotion to Lieut.-Col. of Aviation. The honours of the day—such as they were—were also shared by Mussolini's two sons, Vittorio and Bruno (that Bruno who has spoken so ecstatically of the joyous feeling he experienced when

Scenes in the New War Zone



Suda Bay in Crete has an area of eight-and-a-half sq. miles. and ships are well protected in its splendid natural harbour. A typical Greek soldier, right; for him the rugged nature of the Greek countryside presents few difficulties.

The Corinth Canal, left, vital waterway in the coastal defence of Greece, connects the Gulfs of Corinth and Aegina. It is four miles in length and seventy feet wide. The canal was cut through solid rock and was completed in 1893. Stadium Street, a busy thoroughfare of Athens, is seen above with its cafés and shops.

On October 28, Patras was bombed by the Italians, and of its population of 52,000, one hundred and ten people were killed and three hundred wounded. The town was immediately evacuated, and later Italian raids caused far fewer casualties. Patras is one of the chief seaports of Greece, and is built on the slope of a hill overlooking the Gulf of Patras. The town's exports include currants, wine, oil and lemons. Here is a view of the place from the sea.

Photos, Fox, Keystone, E.N.A., and Central Press

No 'Walk-Over' for Mussolini's Legions

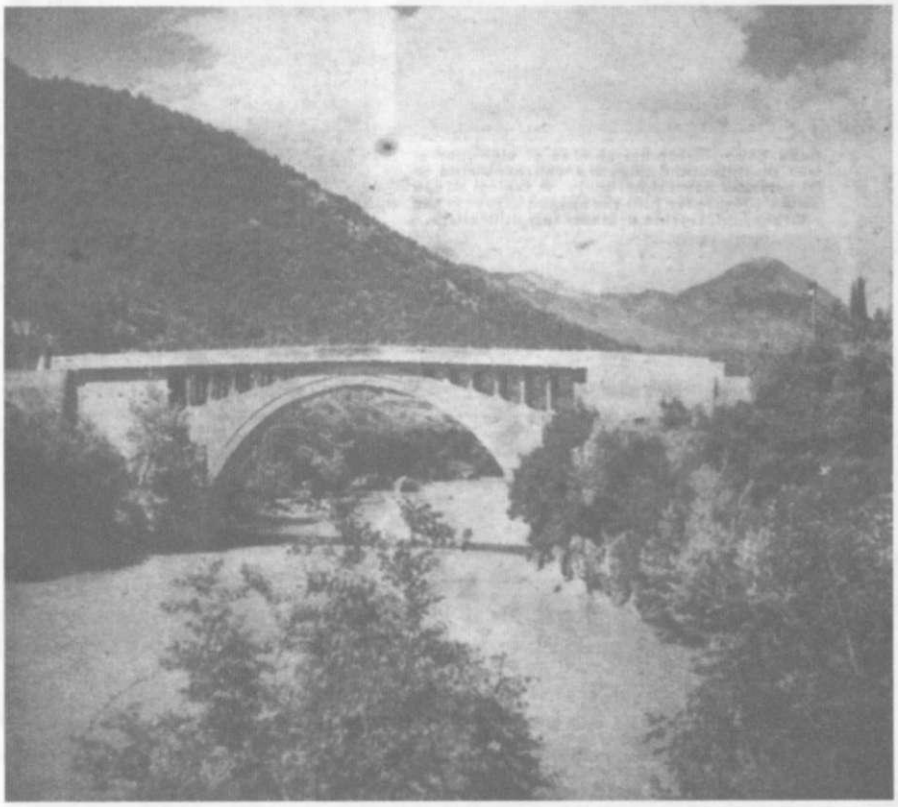
dropping bombs on the unarmed and completely defenceless natives of Abyssinia). Corfu, too, was bombed, and many casualties were caused in the little town's market-place. Many other towns and villages and the Greek lines of communication were similarly visited by the Italian airmen.

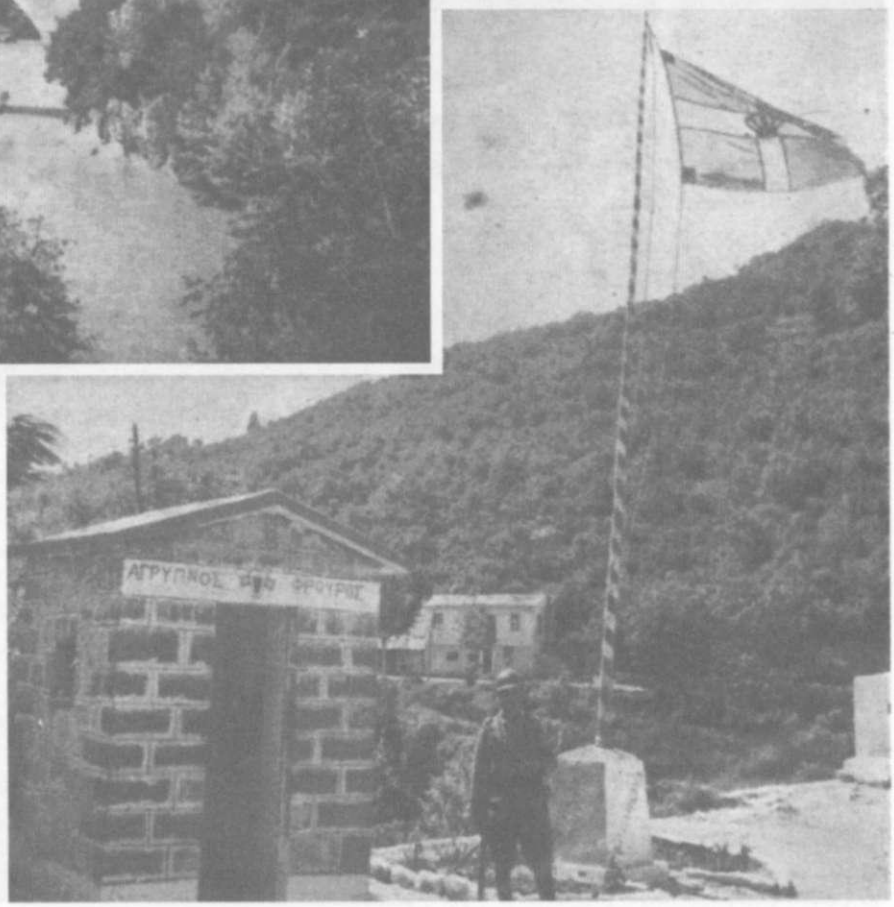
But by now the Greeks were not fighting alone. Following the appeal for aid addressed to the British Government by King George of the Hellenes and his Prime Minister, General Metaxas, it was decided to give instant assistance. The first announcement that British troops had landed on Greek territory was given by Mr. A. V. Alexander, First Lord of the Admiralty, in a broadcast in the Empire programme on November 3. The announcement came almost at the end of the First Lord's speech, so that it had the appearance of an afterthought, but it was received with delight in Britain, intense gratification in Athens, and with apprehension in Rome. "We shall honour our pledge to the Greeks," said Mr. Alexander; "the Navy is there, air support is being given, military objectives in Naples have been bombed, and British troops landed in Greek territory. What we can do we will do." There were regrets that the Greek nation, in its determination to maintain its attitude of neutrality, had not permitted earlier anything in the nature of staff talks, but as soon as hostilities began the British forces in the Eastern Mediterranean moved to Greece's assistance. British troops were reported to have landed on the great island of Crete—third largest island in the Mediterranean; British warships were sighted by the Italians at Leukas on the Greek coast opposite southern Italy; and a British mission, led by Major-General Gambier-Parry, including naval, military and air advisers, arrived in Athens during the week-end.

Most important, however, was the intervention of the British air arm. Salonika was avenged when British and Greek 'planes made three heavy attacks on Koritza, doing heavy damage to the aerodrome and causing many casualties. Then there was the raid on Naples mentioned by Mr. Alexander. "Last night," reported the Air Ministry on November 1, "a small force of aircraft of Bomber Command made a successful attack on oil tanks and other objectives at Naples." Weather conditions were by no means ideal, but Rome admitted that "limited material damage was done in various parts of the town."

Left is General A. Papagos, who was appointed to be Commander-in-Chief of the Greek Army on October 29, 1940; he had previously been Chief of the General Staff. General Econmacolos, right, is in command of the Greek Air Force. *Photos, Planet News*

On every hand there were expressions of surprise at Mussolini's blunder—to give the British an opportunity of establishing bases not only on the Greek mainland but in Crete and the Greek islands. Perhaps he believed that the Greeks would surrender as soon as his troops appeared over the frontier, and that King George would be deposed and Metaxas overthrown. If so, he was soon deceived, and another blow must have been the attitude of Turkey. "At a time when Britain is carrying on under difficult conditions the heroic struggle for its very existence," said President Inonu on Nov. 1, "it is my duty to proclaim that the bonds of alliance which unite us to her are solid and unbreakable."





The bridge in the top photograph spans the River Sarantoporos that forms part of the boundary between Greece and Albania. On the left of it is the Albanian frontier post of Perati, and on the right the Greek frontier post of Mertzani; in the lower photograph is a close-up view of the Greek post. The inscription above it is: "The ever-watchful guard." *Photos, Wide World*

Who Are These Americans, Our Friends?

Written a few days before the citizens of the United States of America went to the polls and chose Franklin Roosevelt for the third time as their President, this article tells something of the American people and of the vast country which is their home.

How often do we talk of America—of what America is saying, what America is doing! The word rolls so easily off our tongues that there is never time for us to remember that the United States of America is not a country like England or Spain, and that there is more difference between the Americans who live in New York, say, and those who live in New Orleans, than there is between a man who was born within sound of Bow Bells and one whose birthplace was a homestead on an Australian ranch.

The U.S.A. is as big as a continent; the forty-eight states in the Union which lie between the Atlantic and the Pacific have an area of 3,026,000 square miles, which may be compared with Europe's 3,800,000 square miles. It is farther from New York to San Francisco than it is from Liverpool to New York, and to cover the journey one must spend four or five days in the train, or if one prefers to go by road, drive for seven days, covering nearly 500 miles a day. But while Europe's population is about 550,000,000, the U.S.A. has only—*only*—some 130 millions living in its continental states; 25,000,000 more have their homes in the Philippines, Alaska, and the other American possessions overseas. From these figures it will be clear that the U.S.A. is far less densely populated than Europe; New York's population is rather more than 7,000,000, but Texas, the largest of the States and larger than Germany, Austria, and Czechoslovakia added together, has under six millions, for much of its area is practically unexplored tangle of forest and jungle. In Montana, which is considerably larger than Italy, there is a population of about half a million, as compared with Italy's 45,000,000. Wyoming is twice the size of Greece, but whereas the Greeks number nearly 7,000,000, Wyoming has only 225,000—2·3 people per square mile; much of its area is still primeval wilderness in which the surviving Red Indians have their hunting ground.

Among America's 130,000,000 are to be found representatives of all the peoples of the world. Not for nothing has America been called the melting-pot, and it is not the least of her achievements that after a generation or two the immigrant who may hail from a country not only far distant but very different in culture, is absorbed and transformed into a good American.

Perhaps the most mistaken of the many mistaken beliefs which we on this side of the "Herring Pond" hold about the Americans is that the great majority of them are of our own stock, "speak the tongue that Shakespeare spake; the faith and morals hold which Milton held." True, the English (Scottish, Welsh, and Irish) influence is still very marked, and, judging from the number of their alleged descendents, the Pilgrim Fathers who went to America in the "Mayflower" 300 years ago were exceedingly prolific. The most common name in the United States is Smith (though in many cases it may originally have been Schmidt), and Johnson, Brown, Williams, Miller, Jones, and Davies come next. But for many years past the bulk of the men and women who have passed beneath the Statue of Liberty on their way to make a new home in the New World have come from the countries of continental Europe.

The last census, taken in 1930, revealed that more than 38,000,000 Americans were of "foreign white stock," i.e. they had either been born outside the U.S.A. or were the children of foreign-born parents. Of these 38,000,000, only some 4,300,000 were English, Scots, Welsh, and Ulstermen, and 3,000,000 more were Irish; 6,800,000 were Germans, 4,500,000 Italians, 3,300,000 Poles and the same number Canadians; 3,100,000 were Scandinavians and 2,600,000 Russians. There were also Czechs, Austrians, Hungarians, Dutchmen, and Frenchmen, Swiss, and Finns—indeed, men and women of all the European peoples, not to mention Mexicans, Cubans, and Filipinos, Japanese and Chinese, Armenians, Turks, and Syrians.

In course of time all these newcomers learn to speak English—or shall we say American?—but a very large number of them continue to cherish their own languages. We are told that in the U.S.A. there are published every day 111 newspapers in foreign languages, ranging from thirteen in German to one each in Arabic, Cretan, and Portuguese. New York may claim to be the most cosmopolitan city in the world, for out of its 7,000,000 citizens there are 5,000,000 of "foreign white stock."

Then in addition to these "foreigners" there are some 12,000,000 negroes, descendants of the slaves we read about in "Uncle Tom's Cabin" and "Gone with the Wind." Slavery was abolished by President Lincoln's proclamation in 1862, but there are still negroes alive who were born slaves. Theoretically, the negro is on a level of equality with the white man, but in the South most of the states have laws which insist that there must be separate accommodation on railways, buses, and street cars for whites and negroes, and every obstacle is put in the way of negroes desiring to exercise the franchise. In the North, where there are now many millions of negroes, the tendency is for them to live apart in their own quarters in the towns, such as Harlem in New York, although there is no such ban as in the Southern States.

One of President Roosevelt's achievements against which no voice was raised during the presidential election was the agreement for the joint defence of the United States and Canada. Above, the President is seen, left, just after the conference on August 18, 1940. Next to him is the Canadian Prime Minister, Mr. Mackenzie King, and right, Mr. Stimson, U.S. Secretary for War.

Photo, Fox

Yet in spite of this immense "foreign" element in the American population, it is probably true to say that the British element is still the most influential. The Americans are not British, and they have never forgotten that their ancestors beat ours at Bunker's Hill and Saratoga. Nevertheless, as Robert Waithman puts it in his book "Report on America," although they sometimes distrust, they seldom dislike the British people. "Perhaps it could be put in this way," he says: "the English are convinced that God is an Englishman, because they feel that with a Russian, German, or Japanese mind God would be too difficult to reach. The Americans think of God as an American. But if, on entering heaven, an American were to find that God was in fact an Englishman, the probability is that he would not be very alarmed."

But the most important fact about America is that in a world in which democracy has

130 Millions Under the Star-Spangled Banner

taken the count in so many countries, the U.S.A. still prides itself upon being the world's greatest democracy. It was in America that modern democracy had its birth when at Philadelphia on July 4, 1776, in the Declaration of Independence adopted by the Continental Congress, it was declared that " we hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the pursuit of Happiness. That, to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed . . ." and 90 years later, Abraham Lincoln, dedicating the National Cemetery at Gettysburg in which were interred soldiers slain in the Civil War, closed with the never-to-be-forgotten words: " We here highly resolve that these dead shall not have died in vain—that this nation under God shall have a new birth of freedom—and that government of the people, by the people, for the people, shall not perish from the earth."

Yet there was a time—only a few years ago, in fact—when it seemed that the political fabric of the United States was threatened with collapse, together with the whole economic and social structure. The blackest day in American history was Saturday, March 4, 1933, when after the boom America touched the bottom of the slump. There were perhaps 14 millions unemployed; the banks were closed, many of them never to open again; the stock market had crashed into ruin; on every hand there were the signs of poverty, distress, and intensest depression. On that day Franklin Delano Roosevelt assumed the Presidency, and hardly had he begun his inaugural address when the millions listening-in took from him fresh heart. " The only thing we have to fear is fear itself," he said, " a nameless, unreasonable, and unjustifiable terror," and he proceeded to outline a vast programme of reform. America breathed again; she wanted a man to trust in, a man to follow, and she found him in this liberal-minded son of one of New York's greatest and wealthiest families. Supposing, it has been often asked since then, that Roosevelt II had been a Hitler? Such was her mood, she might well have plunged forthwith along the totalitarian road. But he was no Hitler—fortunately for America—and fortunately for us.

So vast is the territory of the U.S.A., so huge its population, that in common speech we refer to it and them as America and the Americans. Not surprisingly, it is a land of many contrasts; for example, the photograph on the right was taken in the Chinese quarter of San Francisco on the Pacific coast, while the other (below) shows the negro quarter of Harlem in New York, 3,000 miles away on the Atlantic.

Looking through the steel lattice work of Brooklyn Bridge, we see that city of cloud-capped towers, New York, second only to London in size and population. In the foreground are the quays that line the shores of Manhattan, facing East River; the three most prominent sky-scrapers in the centre of the view are those of City Bank Farmers' Trust, Cities' Service, and Bank of Manhattan.
Photos, Topical, Dorien Leigh and Wide World

London By Night Through American Eyes

How does London at the height of the battle look to one who, though he is in it, is not actually of it? Here is the answer in the shape of an account of his impressions of London by Mr. Ralph Ingersoll, proprietor of "P.M.," the New York evening newspaper, broadcast to America on October 29, and a few words spoken by Quentin Reynolds, London Correspondent of another famous American paper, "Collier's Weekly."

I HAVE been here nine days now (said Mr. Ingersoll). By day I have been talking to members of the Government. By night I have been visiting underground shelters, and over the week-end I made a two-day round of the military airports defending London.

The city of London lives two lives, one by day and one by night. By day, life in the city is almost normal; there is the cheerful noise of the traffic in the street, people come and go from offices and shops, restaurants are crowded at lunch time. Now and then there is the siren to startle the newcomer, but Londoners pay little attention to daytime raids. There is no rush for shelters, but if the sky is clear people look up to see if they can see the raider.

I shall have to wait till I get back to America to tell my bomb stories. Hereabouts the man who makes anecdotes of his narrow escapes is called a bomb bore, and people sidle away to talk of other things.

To the visitor who has not been here since the war the most startling change is the sudden end of the day at black-out time.

The papers publish the exact minute at which the black-out begins as our papers publish the weather—in one corner of a prominent page. In the half-hour preceding, the entire city of 8,000,000 people shut, curtain, board up and black out every window in their dwellings, offices, hotels, private homes —everywhere people live or work. The streets empty suddenly. The only lights that come on are hooded or masked, lights giving directions to shelters, first-aid posts, or showing obstructions in the highways.

The City Ready for the Germans

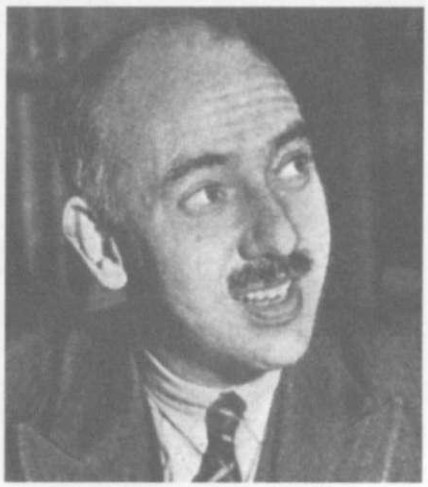
The only noises on the streets are the gears of the buses which run on through the night, the clap of boots on the pavements—usually the service boots of the police, the A.R.P. wardens and the Home Guardsmen, who challenge you in the dark when you cross their beat.

All but a few of the taxis have disappeared. Within a few minutes after the black-out the city is ready. It is a little after half-past six. Within a few minutes it comes: the evening siren. The Germans are methodical and punctual fellows.

They come droning through the black, and some nights the searchlights spout into the air to meet them round the edge of the city. Sometimes the tall fountains of light disappear up into the mist. Sometimes they break against low clouds in a white glow. Sometimes there are no searchlights and you can trace the approach of the 'planes by the sounds and flashes of the anti-aircraft guns. They thud far off over the horizon. Then those near the city bark with a hollow sound; then all of a sudden you jump out of your boots when one goes off a few hundred yards away.

When they are close you can wait and count to 10 or 11 and then see the little flicks of exploding shells in the sky, and a minute later you can hear the thud, thud, thud, thud of the explosions themselves coming down from miles in the sky. It is a fine, heartening feeling to think that one of those shells may be knocking the tail off the man who is trying to drop nitro-glycerine on your head.

When the guns are quiet you can hear the droning buzz, quite distinct from the noise of transport 'planes flying back and forth from the La Guardia Field at home—for their motors are kept out of synchronization to make it more difficult for the sound detectors to pick them up. Often they fly round and round trying to orient themselves.



Mr. Ralph A. Ingersoll, the American newspaper proprietor who broadcast to America on October 29 his impressions of wartime London. *Photo, Keystone*

That is life on the streets at night; under the streets there is a whole other life, the life in the shelters. There is no precise pattern to the London shelter, they are improvised and of all sizes. The only generalization is that each is in the charge of an A.R.P. warden or a staff of wardens, and the people bring their own bedding. Most are crowded, and people sleep there in rows, shoulder to shoulder—all kinds of people, children and grown-ups, men and women.

In one of the big underground shelters in which I spent most of one night 8,000 people slept. There one could see the whole evolution of shelter life under one roof. Deep in one cavernous room people slept shoulder to shoulder, till they were so crowded, with no more room on the floor, that they slept propped against walls, curled up on metal stairs in unbelievable congestion. Cold and draughty at one end, it was thick and uncomfortable at another.

Yet a few hundred yards away a beginning had been made on bringing order out of this chaos. Hundreds of sturdy, triple-tier bunks had been installed, like camp beds one upon another, but made with heavy burlap instead of canvas. Each was numbered, and the occupant came back to the same bed every night.

The big shelters in the deep Tubes, 60 ft. underground, are at once the safest and the most depressing. In one you can walk a full half-mile, stepping over the feet of an absolutely solid carpet of sleeping humanity. In the middle of the tunnel you feel as if you could take a handful of air and press it between your hands and make a snowball of it. The night I was there there were 4,500 people jammed together.

The wardens and the nurses in the first-aid shelters were to me the most inspiring people I have met in London—calm, courageous, tireless volunteers, interested only in the people they look after. When rules are too few or too complicated they make their own with great good sense. They will one day erect monuments in this city to the unknown shelter warden.

I have said this before and I should like to say it again—not until you have been here and seen what it is like to live in an aerial siege can you get any idea of the size of the problem or the magnificence with which the people of London are rising to meet it. Everywhere there is the calm and casual courage that takes your breath away in admiration.

The bombing of civilians is a brutal and ugly thing, but the heroism with which it is met and endured here restores one's confidence in humanity. Nowhere in nine days of walking and talking did I see the slightest evidence of indecision or faltering. Here Fascism has stubbed its toe on the character of a people who can "take it," and who obviously propose to take it until the last German raider has gone down in smoke or hot-footed it for home with two Spitfires on his tail.

AND here is part of the commentary to the film "London Can Take It," spoken by Mr. Quentin Reynolds.

I am a neutral reporter. I have watched the people of London live and die ever since death in its most ghastly garb began to come here as a nightly visitor. I have watched them stand by their homes. I have seen them made homeless. I have seen them move to new homes. And I can assure you that there is no panic, no fear, no despair in London town; there is nothing but determination, confidence and high courage among the people of Churchill's Island.

It is true that the Nazis will be over again tomorrow night and the night after that and every night. They will drop thousands of bombs and they'll destroy hundreds of buildings and they'll kill thousands of people. But a bomb has its limitations. It can only destroy buildings and kill people. It cannot kill the unconquerable spirit and courage of the People of London.

London can take it!

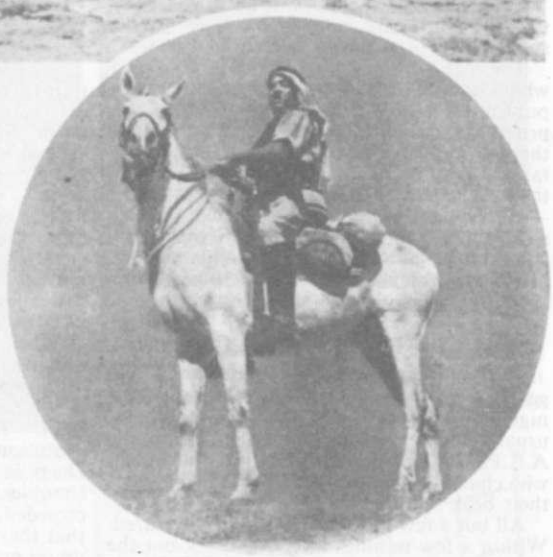
Mr. D. A. Deasy, a Battalion Chief of the New York City Fire Department who came to London to study our fire fighting methods, talking to a driver at London Fire Brigade Headquarters. *Photo, Associated Press*

They Keep the King's Peace in Palestine

The men of the Palestine Police of British birth share with their Arab comrades the traditional love for their horses of those who ride the deserts.

After a hard day's riding beneath the desert sun the first thought of the police is to water their horses. Top right, men of a mechanized section searching for a smugglers' lair in the mountains.

THE task of keeping the King's Peace in the wild and arid district of the Jordan Valley in Palestine falls to the Palestine Police. This fine body of men numbers about 170 officers and nearly 3,000 other ranks, of whom about 20 per cent, including all the officers, are British and 80 per cent of the other ranks Arabs. The British members of the force come from all parts of the United Kingdom. There are a mounted section and a mechanized section, and most of their work lies in the trackless and waterless wastes which lie around the Jordan.



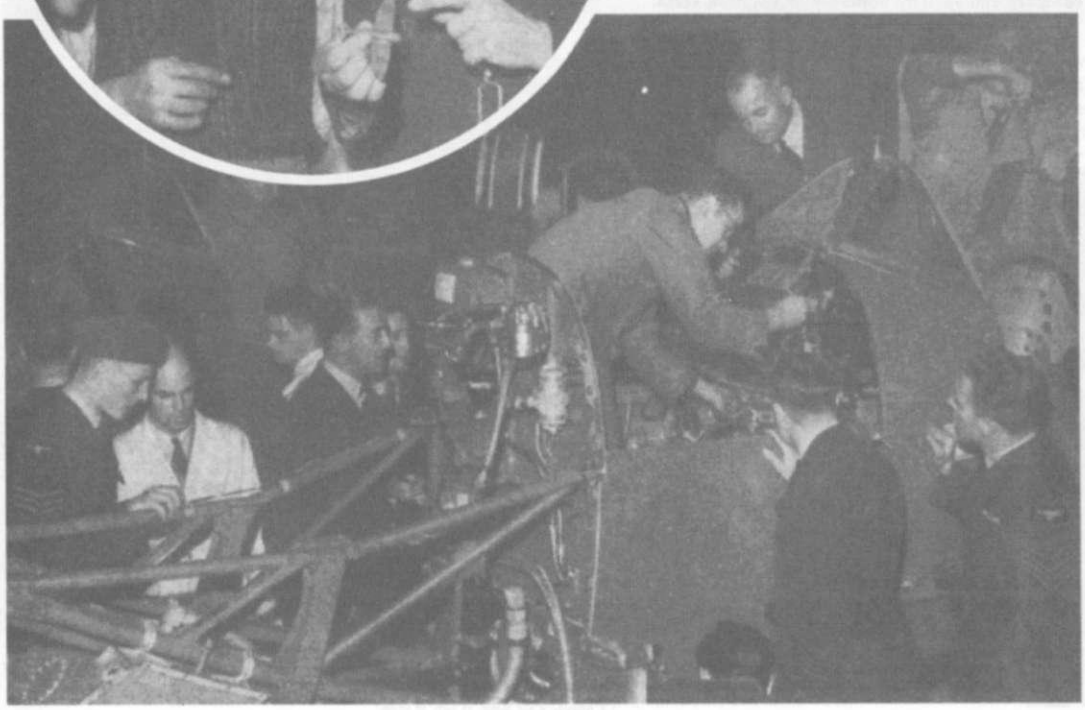
Circle, is a constable of the Palestine Police well mounted and clothed in a uniform which, while smart, is admirably suited for the conditions under which his duties are performed. Above, a troop of the police are fording the river in the Jordan valley. One of the duties of the police is to guard the Jordan fords against drug smugglers, and this is trying work, for the precipitous cliffs on either side of the river make it almost intolerably hot.

Photos, British Official: Crown Copyright (special to THE WAR ILLUSTRATED)

Fighter Pilots See Their Fighters Building

Crews of the fighter 'planes on a day off see girls at work on the instrument panels in a factory in which their machines are made. The Flight-Lieutenant, centre, wearing an Air Force decoration, has brought down 17 Nazi 'planes.

The construction of the wings of fighters is being explained by experts to the visiting pilots. The pilot officer on the left has lessened the Nazi air strength by 11 'planes.



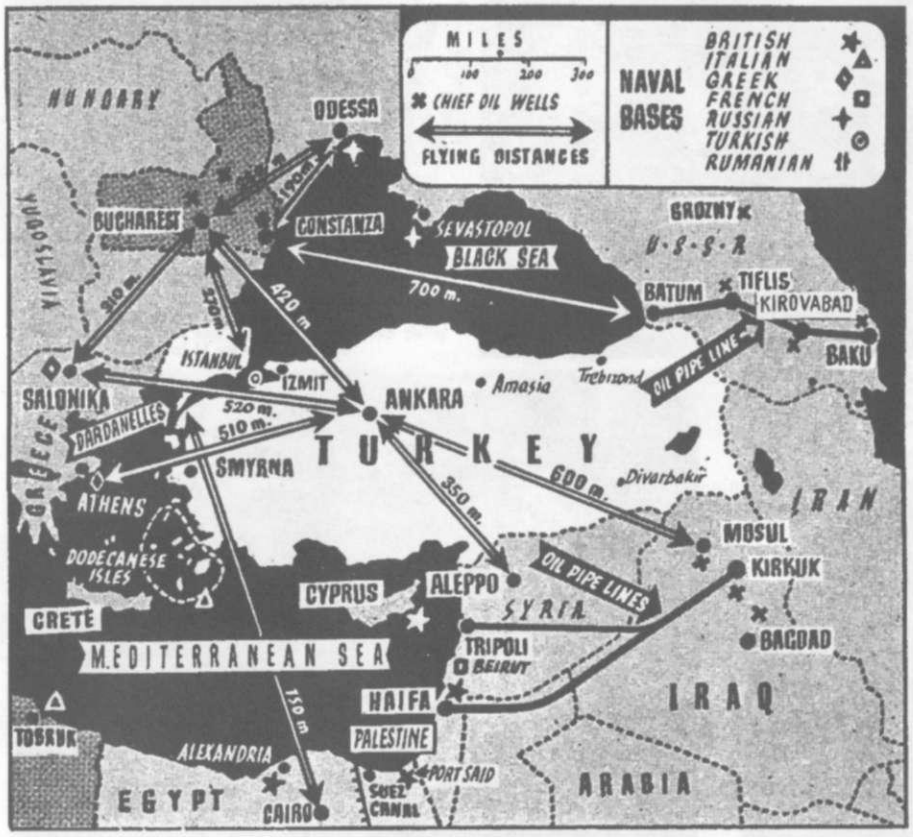
One day in October, 1940, when the pilots of a famous fighter squadron were not engaged in bringing down or driving off Nazi 'planes, they visited an aircraft factory, following upon a visit of the workers to their squadron. As a souvenir of the visit a miniature model of a fighter was presented to the Commanding Officer of the Squadron (circle). The visitors had destroyed at least 30 enemy machines between them. The one, left, in the photograph above, chatting to workers in the factory, was shipwrecked and afloat on a raft for three days before he was rescued. At the end of their visit the pilots watched the finishing touches being given to a 'plane, left, and saw instances of the care and skill which enable them to have perfect confidence in the workmanship of their machines when they take them aloft.

Photos, British Official: Crown Copyright

New Turkey Is Like a Strong Man Armed

Following Italy's attack on Greece, Turkey's position became, if more difficult, at the same time more commanding. Now, as for centuries past, she is the guardian of the Straits, and she stands in the way of the Dictators' march on the oilfields of Irak and Iran.

IN our fathers' days Turkey was the "sick man of Europe." She had been dying for centuries, and during the long reign of Abdul Hamid II (1876-1909)—that villainous old fellow who earned so well the title of "Abdul the Damned"—it seemed that nothing could save her from dissolution. Province after province was lost to the "unspeakable Turk"—Carlyle's phrase—and after the old sultan died the process was quickened. In 1911 Italy seized Tripoli, and in the Balkan War of 1912 Turkey was so soundly beaten by the Serbs, Greeks and Bulgars that she was almost driven out of Europe. True, in the next year when the victors fell out she recovered Adrianople with Bulgaria's aid, but the issue of the Great War was even more disastrous. Despite her defeat of the British and French in the Dardanelles, by 1918 Turkey was completely crushed, and the conquerors deprived her of Syria, Palestine, and Arabia. Constantinople itself was occupied, and nothing was left to the Turks save a tiny corner in Europe and Asia Minor—and even that was threatened with Italian and Greek domination.



Turkey's importance today, as for many centuries past, is that she lies astride one of the most important of the world's waterways—the straits which connect the Black Sea with the Mediterranean. Even up to a generation or two ago she possessed vast territories in the Balkans and the Near East, but in the course of a succession of wars these were shorn away until now she stands out as a compact and racially homogeneous nation state.

In 1918 Turkey was down and out; the sick man seemed to be really dead. Yet before long there were many signs of a national awakening, due almost entirely to that extraordinary man, one of the real makers of the modern world, Mustapha Kemal Pasha—Ataturk, as later he came to be styled. In 1922 Kemal chased the Greek invaders into the sea and bade successful defiance to the Allies in Constantinople. The last of the sultans, Mohammed VI, took refuge in the British cruiser "Malaya" and escaped to Malta. Turkey was proclaimed a republic with Kemal as its first President, while Ismet Pasha—now President Inonu—formed a cabinet.

Thus began a sweeping reformation. In the course of a few years Islam was disestablished as the state religion, and the new law code removed religion from public affairs altogether, and made it a matter of purely private choice; the fez was abolished, and also the Arabic alphabet in favour of the Latin we use ourselves; polygamy was frowned upon, women were unveiled and given the vote; and in every sphere, legal and social, economic and political, the sexes were put on terms of equality.

So sweeping were the reforms, so rapid the pace with which they were effected, that it is not surprising that there were some of the older generation who protested, but the protests were soon silenced; some of the discontented were given the opportunity to change their opinions in gaol, while the more hardened and hopeless cases were strung up by the hangman. Kemal knew his own mind and was in a hurry.

Yet, in spite of all, the nationalist revolution in Turkey shows every sign of being permanent. For the first time in history Turkey is now a homogeneous country; perhaps it was from Kemal that Hitler learnt to "bring home" his Germans, for years ago Turkey arranged for an exchange of populations with Greece, so that now there is hardly a Turk

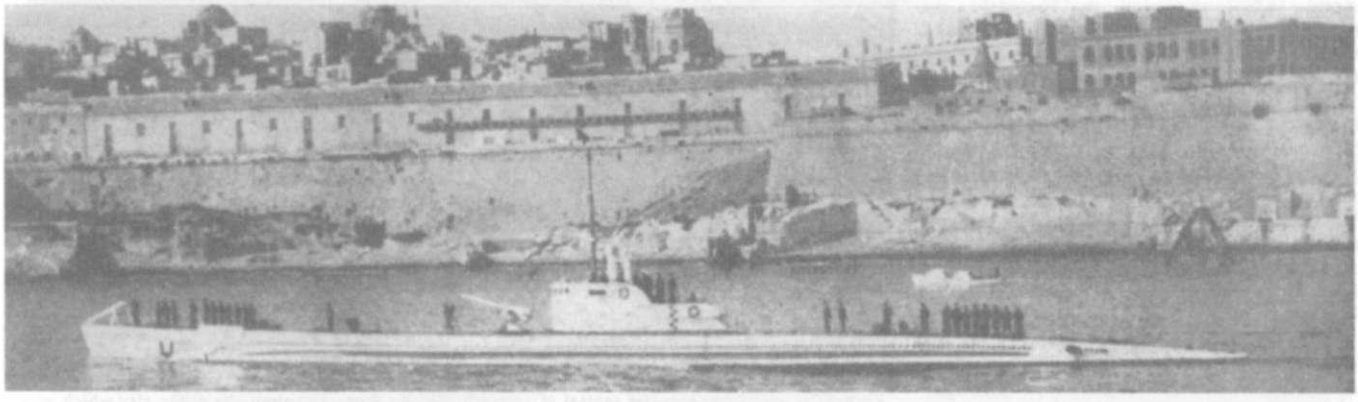
The Commander-in-Chief of the Turkish Army and Air Force is Marshal Fevzi Chakmak, seen here reviewing a number of young Turkish air pilots. He served through the wars with Italy and in the Balkans and was one of the first members of Kemal's staff. Chief of the Navy is Vice-Admiral Sukor Okan (left).

Photos, Fox and Wide World

Astride the Straits Between Europe and Asia

At Ankara is the military academy where Turkish officers receive their military education. Above are some of the cadets mounted on motor-cycles and side-cars, three to each vehicle and all dressed in full war kit, starting off on a day's manoeuvres.

The soldiers of modern Turkey show every likelihood of living up to their fathers' reputation. These photographs show Turkish machine-gunners during manoeuvres, and another machine-gunner—this time in the Air Force—getting the feel of his guns before taking off on a practice flight from Eskisehir Air College, where men of the Turkish Air Force are trained.



Turkey's Navy, though not large, may at least be described as respectable. It comprises one battle cruiser, two light cruisers, four destroyers, and six submarines. Above we see one of the submarines, the "Dumlupinar," built in Italy in 1931; she has a surface displacement of 920 tons and an armament of one 4-inch gun, one machine-gun, and six torpedo tubes. Left centre, Turkish marines on parade in Ankara.

Photos, Keystone, Planet News, and René Zubar

Two Million Bayonets Bar the Aggressors' Path

Known today as Istanbul, yesterday as Constantinople, and before that as Byzantium, the great Turkish city is built on both shores of the Golden Horn, where the Sea of Marmora joins the Bosporus. In this photograph (left) the most prominent feature is the Mosque of Solyman the Great. The photograph on the right, showing a march past of Turkish peasants, was taken in Ankara.

Here are some more Turkish peasants photographed in Ankara on the occasion of a national festival. Their distinctive costume is rapidly becoming a thing of the past.

left in Greece and hardly a Greek left in Turkey.

Because of its compactness of territory, its uniformity of racial composition, present-day Turkey is far stronger than the Turkey of the Sultans. As we have seen, it is the creation of two soldiers, Kemal and his lieutenant, Inonu (who succeeded as President on Kemal's death in 1938), yet since the Greeks were driven out in 1922 Turkey has pursued a policy of "peace, retrenchment, and reform." Though Communism has been strictly suppressed in Turkey, the relations between Soviet Russia and Turkey have been of the best since 1920; and since 1930 another old enemy, Greece, has been accepted as a friend. Turkey joined Greece, Yugoslavia, and Rumania in the Balkan Entente concluded in 1934, and in 1937 she was a partner with Iran, Irak and Afghanistan in the Saadabad Pact of non-aggression.

Much more important, however, is her adhesion to the Anglo-Franco-Turkish Pact signed at Ankara on October 19, 1939 (see Vol. I, pp. 264 & 274); under this treaty Turkey promised to come to the aid of Britain and France if a European power commits an act of aggression leading to war in the Mediterranean area in which France and the United Kingdom are involved, and also to help France and the United Kingdom if, in fulfilling their guarantees to Greece and Rumania, they are involved in hostilities. It should be added that a protocol to the Ankara Treaty states that the obligations undertaken by Turkey cannot compel her to take action having as its effect, or involving as its consequence, entry into armed conflict with the U.S.S.R.

But though she has followed the paths of peace and asks nothing more than to be left alone, Turkey knows that her present position was secured by the sword and may have to be maintained by the sword. Hence no pains or money have been spared to build up the Turkish Army into a most formidable fighting force. Its strength in peacetime is 20,000 officers and 175,000 men; military service is compulsory from the age of twenty, and the annual contingent of recruits called to the colours is about 90,000. On a war footing an army of well over 2,000,000 men could take the field.

The Turkish Navy has been in the throes of reorganization for some time past. The principal vessel is the battle-cruiser "Yavuz," which won fame in the last war under the German flag as the "Goeben"; there are two cruisers and a handful of destroyers and submarines, and a number of smaller vessels.

The Turkish Air Force has been recently reorganized, and it is now equipped with fairly modern aircraft of British, American, Polish, and German makes, but its first-line strength is only 550 aeroplanes.

Very different is Ankara, the capital of modern Turkey, from Istanbul, the other city which was for centuries the seat of the Ottoman Porte. Ankara, situated in the heart of the Anatolian highlands, is a new city built very largely on ground which only a few years ago was waste. Some idea of its character may be had from this photograph.

Photos, René Zubar

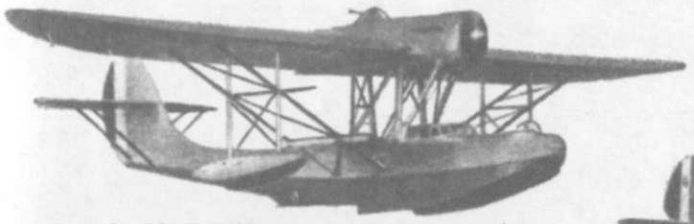
Italian 'Planes in Battle for Greece

(Six other types of the Regia Aeronautica are illustrated in page 289)

MARINE aircraft such as those shown here will doubtless play a large part in the struggle for bases in the islands of the Aegean, while the fighter, bomber and ground assault aeroplanes also shown are striving to subdue the Greek land forces.

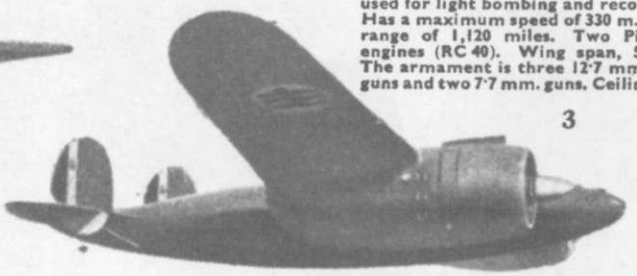
3

3.—BREDA 88
One of Italy's most modern aircraft, built for ground attack and fighting, and also used for light bombing and reconnaissance. Has a maximum speed of 330 m.p.h., with a range of 1,120 miles. Two Piaggio PXI engines (RC 40). Wing span, 50 ft. 10 in. The armament is three 12·7 mm. machine-guns and two 7·7 mm. guns. Ceiling, 27,850 ft.



1

1.—CANT Z 501
A four-seater flying-boat used for bombing and reconnaissance. Has a range of 800 miles, with a maximum speed of 170 m.p.h. The single engine is an Isotta-Fraschini Asso (XI RC 15). Armed with four 12·7 mm. machine-guns. Wing span, 73 ft. 10 in.



3

1

4

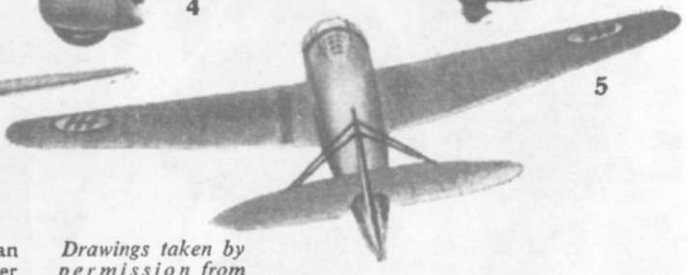
4.—CR 32
An oldish type of biplane fighter. Fitted with a Fiat engine (A 30 RA), and has a range of 520 miles. Armed with two 12·7 mm. machine-guns. Wing span, 36 ft. 2 in. Maximum speed is 240 m.p.h. Ceiling, 26,200 ft.

2

4

2.—CANT Z 506 B
A three-engined float seaplane for bombing, torpedo dropping and reconnaissance. Armed with three 12·7 mm. guns. The top speed is about 229 m.p.h. Fitted with three Alfa Romeo engines (126 RC 34). Wing span 86 ft. 11 in. Range, 1,200 miles.

2



5

5.—BREDA 65
Single-seater designed mainly for ground attack, but can be used as a two-seater and employed for reconnaissance or light bombing. Approximate range of 720 miles. Fitted with a Fiat engine (A 80 RC 41), and has a top speed of 265 m.p.h. Armament is two 12·7 mm. guns and two 7·7 mm. guns. Wing span, 39 ft. 8 in. Ceiling, 27,000 ft.

TYPES of aircraft used by Italy's Regia Aeronautica (Royal Italian Air Force) were illustrated in page 289, Vol. 3. Here are some further examples. The possession of a long sea coast has affected considerably the type of aircraft designed by Italy for war purposes, and seaplanes and flying-boats of the kind shown here are numerous in consequence. The Cant Z 501 flying-boat is extremely well armed, with two guns in a cockpit placed behind the engine nacelle, plus one in the front cockpit and another on the hull. The Z 506 B seaplane is designed primarily for torpedo work in addition to bombing and reconnaissance.

Italy has concentrated strongly on machines whose chief function is ground attack. Two are here illustrated. The Breda 88 is one of the most modern, attaining a speed of 330 m.p.h. and a ceiling of 27,850 feet. In eleven minutes this aircraft can climb to 16,400 feet. The Breda 65 has a shorter range and is considerably slower. Both these 'planes can be employed for light bombing and as fighters.

By contrast we show, in the CR 32, an almost obsolete biplane fighter that is still retained in service.

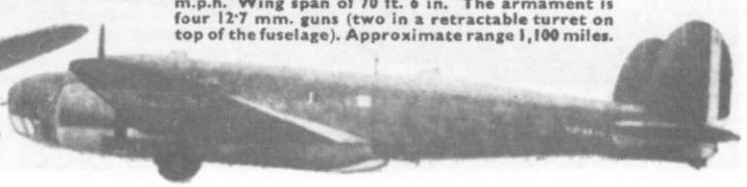
The Fiat BR 20 is typical of many of Italy's bombing and reconnaissance machines. Some were stated unofficially to have attempted an attack on Britain at the end of October, 1940, Two 18-cylinder radial engines are fitted, giving 1,000 h.p. at a height of 13,500 feet. This machine can climb to 16,400 feet in eighteen minutes.

Drawings taken by permission from "Chart of Italian Aircraft," issued by "Flight" Publishing Co. Ltd., Dorset House, Stamford Street, London, S.E.

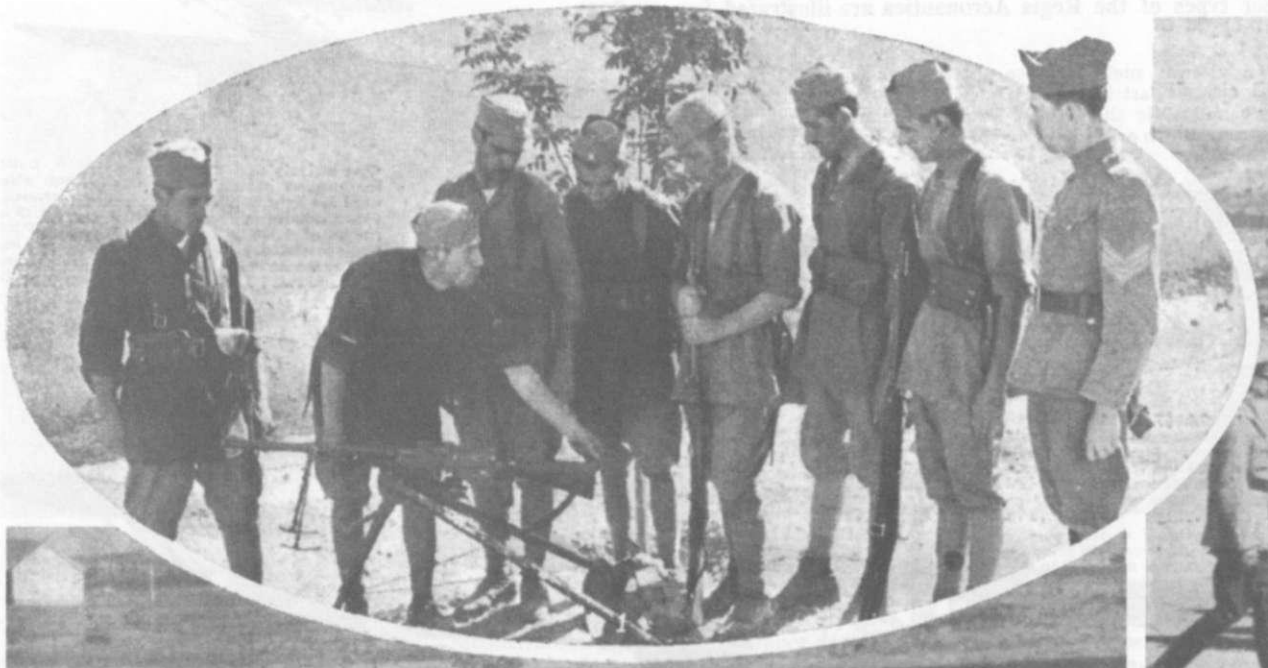
5

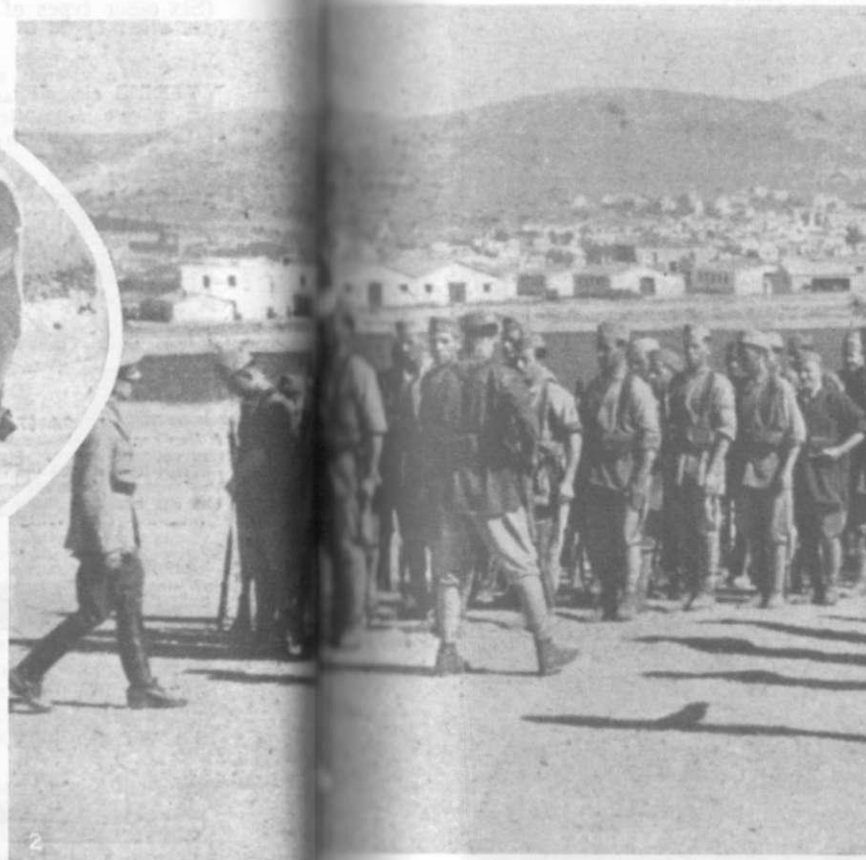
6.—FIAT BR 20
(Below, right and left.) A two-engined monoplane for bombing and reconnaissance, fitted with two Fiat engines (A 80 RC 41); maximum speed 263 m.p.h. Wing span of 70 ft. 6 in. The armament is four 12·7 mm. guns (two in a retractable turret on top of the fuselage). Approximate range 1,100 miles.

6



Like the Greeks of Old Who Triumphed at Ma thon and Salamis T





'Old Sweats' Have a Job of Work in London

Men of the Auxiliary Military Pioneer Corps are actively engaged in the clearance of debris in the London area. Above they are seen refreshing themselves on the edge of a bomb crater. A crane driver gives "thumb-up" sign (top right).

Left, men of the Pioneer Corps engaged on salvage work are carrying the bronze horses and aspidistras out of a wrecked home. Right, some of the Pioneers who are engaged in clearing away debris are arriving in a bombed area with two lorries loaded with wheelbarrows. Circle, Sir Warren Fisher, Commissioner for the London area, inspects salvage.

Photos, Planet News, "News Chronicle," Sport & General

Nazi Defeat in the Air Battle Now Made Clear

During the seven days, October 28 to November 4, the air offensive over Britain progressively decreased, and the publication by the Air Ministry of a review of the air Battle for Britain made it clear that in the twelve preceding weeks the R.A.F. and the A.A. defences had broken the Nazi air offensive.

In twelve weeks of the Battle for Britain three Nazi aircraft and fourteen airmen were lost to every one of ours. Since August 8 the Luftwaffe has lost in all 2,433 bombers and fighters—in almost equal proportions. Over 6,000 German airmen were killed or taken prisoner as compared with 353 pilots lost by our own Fighter Command. An analysis of the enemy attacks reveals a constant change of tactics—and also a gradual weakening of the German effort. Dive-bombers were sent over to attack shipping convoys and harbours, but on August 8 24 Junkers 87s and 36 Messerschmitts were destroyed. On August 15, with a thousand bombers and fighters, the enemy made the biggest air attack on record, directed mainly against aerodromes and harbours. This cost him 180 aircraft, and in a single week 472 the raiders lost 133 machines, of which 91 were fighters. By the end of the month there were few bombers employed in day raids, which henceforth were made by Messerschmitts. But the R.A.F. continued to destroy them in number—for example, 28 on October 7 and 30 on October 29.

After the middle of October the raids diminished in intensity both by day and night. On November 3, for the first time in 57 nights, London had no Alert. There was a slow but constant increase in the number of night bombers destroyed during the month.

Enemy air attacks on Monday, October 28, were not on a big scale. Formations which crossed the South-east coast were broken up and dispersed, some being chased back to France by our fighters. Other groups dropped bombs at a few points in East Anglia.

GERMAN & BRITISH AIRCRAFT LOSSES

German to April 30, 1940

Total announced and estimated—West Front, North Sea, Britain, Scandinavia 350

	German	British
May	1,990	258
June	276	177
July	245	115
Aug.	1,110	310
Sept.	1,114	311
Oct.	241	119
Nov. 1-3	29	8
Totals, May to Nov. 3	5,005	1,298

Daily Results

	German Losses	British Losses	British Pilots Saved		German Losses	British Losses	British Pilots Saved
Oct.				Oct.			
1	5	3	—	20	7	3	3
2	13	1	—	21	5	—	—
3	1	—	—	22	3	6	2
4	3	1	—	23	1	—	—
5	23	9	4	24	2	—	—
6	2	—	—	25	17	10	7
7	28	16	10	26	6	2	—
8	8	2	—	27	10	8	4
9	4	1	1	28	7	—	—
10	5	5	2	29	30	7	5
11	8	9	6	30	9	5	1
12	12	10	6	31	—	—	—
13	2	2	2		241	119	62
14	—	—	—				
15	18	15	9	Nov.			
16	6	—	—	1	18	7	2
17	4	3	—	2	10	—	—
18	—	1	—	3	1	1	—
19	2	—	—	Totals	29	8	2

None of the figures includes aircraft bombed on the ground or so damaged as to be unlikely to reach home.

From the beginning of the war up to Nov. 3, 2,793 enemy aircraft have been destroyed during raids on Britain. R.A.F. losses were 788, but the pilots of 384 British machines were saved.

Civilian Casualties. Intensive air attacks on Britain began on Aug. 8. Casualties during August, 1,075 killed, 1,261 seriously injured. During September: 6,954 killed; 10,615 seriously injured.

Mr. Churchill on Nov. 5 gave weekly average of killed and seriously wounded for September as 4,500; for October, 3,500. In first week of intense bombardment in September, 6,000 casualties; in the last week of October, only 2,000 casualties.

In times of peace Leicester Square was the hub of the London entertainment world. The Nazi bombers made direct hits upon it a few weeks ago, and here is the south side the day after. On the left of the street, opposite a collapsed restaurant, is the Leicester Square Cinema. A wrecked taxi, one of five, is seen, right, outside Thurston's Billiard Hall.

Photos, Planet News and Wide World

With matchless courage, crippled children sang songs while they were being carried to safety from an institution in South-eastern England on Monday night. Three bombs fell on the building, and debris was showered on the little ones, but their injuries were nothing worse than cuts and bruises. Though high explosive bombs exploded a few yards from the wards of a London hospital the surgeons went on with urgent operations

of his bombers and fighters were destroyed.

Dive-bombers were discredited, and even the introduction of a newer type—the Junkers 88—did not restore the balance. From the middle of August the numbers used fell off. But in daylight raids the Luftwaffe still kept to the big bombers for a time. In the fierce attack of September 7 the Germans lost 103; in an even more determined attempt made a week later the toll was 185 (later semi-officially increased to 232). More fighters were sent over as escorts, but even with a four-to-one ratio (September 27)

Here is Proof that 'London Can Take It'

The tenant of this bombed house was asleep when the Nazi bomber demolished part of his home. Although the window and the outside wall of his bedroom had disappeared, he finished dressing calmly under somewhat draughty conditions. Here he is seen at the washstand, indifferent to the damage.
Photo, Photopress

This little fruiterer's shop in London suffered badly from the effects of blast when a bomb exploded near by. The proprietor, himself an auxiliary fireman, is seen picking up fragments of his shattered shop-window which have been scattered over the display of piled-up fruit.
Photo, Associated Press

throughout the night. A boy of 15 was trapped for six hours when the concrete roof of a shelter fell and crushed his foot, but he held out bravely until the work of rescue could be completed. Bombs pierced the roof of a London church and penetrated to the crypt, where many people were sheltering. Several were killed by the explosions.

Four daylight attacks were attempted on London during Tuesday, October 29. In the morning about fifty fighters and fighter-bombers took part, and though a few slipped past our defences and dropped bombs, the majority were turned back. Later in the day an even larger party flew up the Thames Estuary, but again most were frustrated by our fighters and the guns. Thirty enemy aircraft were destroyed—a remarkable achievement considering that in this case they were high-performance fighter-bombers. Two fierce attacks were made on the Portsmouth area; in the second one the raiders dropped bombs on shops and houses.

Besides the London area, night raiders

A trailer car that supplies warm clothes and hot food to those rendered homeless has been presented to the Westminster City Council. Here clothes and blankets are being packed into it ready for the next call.
Photo, Planet News

attacked Liverpool and places in Wales, N.E. and S.E. England and the South-east of Scotland. But along the S.E. coast of England the raiders encountered a new barrage. Many turned back, dropping their bombs over the open country and abandoning the attack on the capital. Some bombers by flying very high managed to get to London, but the raid petered out at an early hour.

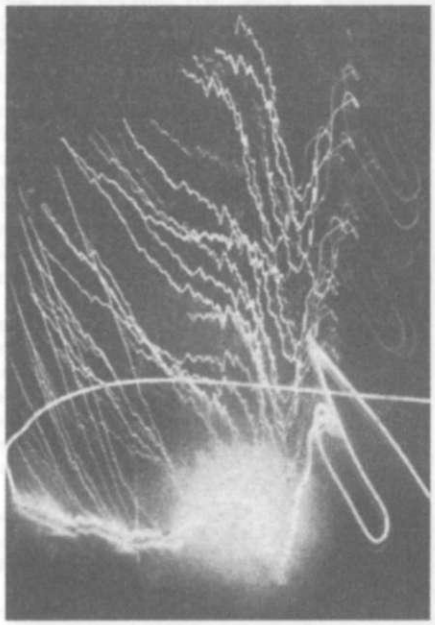
On Wednesday, October 30, the Luftwaffe scaled down their daylight attacks on the S.E. area and on London. They took advantage of low cloud to fly in over the Kentish coast, but were nevertheless intercepted and driven off and scattered before they got far inland. Nine were shot down by the R.A.F. There was dive-bombing by ME 109s at a S.E. town, and one raider came down low and gunned motorists.

Throughout the Country the Same Brave Spirit

A "south-wester" blowing over the Straits may have accounted for the comparatively quiet night enjoyed by Londoners on Wednesday. The raid ceased at an early hour and was on a small scale again. A few bombs were dropped in the Midlands, and on an East Anglian town. A Junkers 88 came down near Ely; two of the crew had baled out and two others surrendered to a woman.

A sky with low clouds on Thursday gave the raiders another chance of hit-and-run tactics, and they attacked several towns in this fashion. Only a few aircraft took part. There was an early Alert in the evening, but the Raiders Passed sounded before the night was far advanced. Some hours later there was another warning.

London had three daytime Alerts on Friday, and bombs were dropped on the outskirts. Italian aircraft were reported among the raiders which came in over the S.E. coast. The night attacks were bigger than of late,

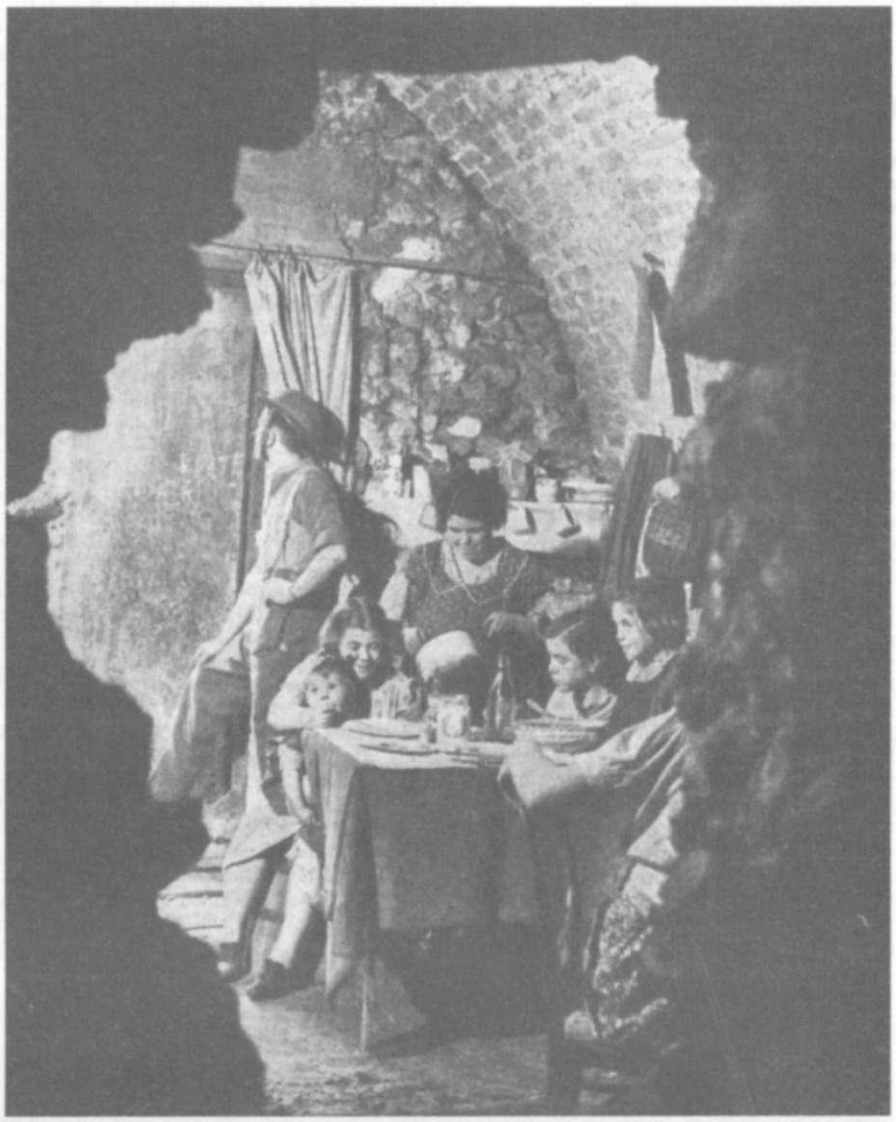


A remarkable photograph of a parachute flare dropped by German night raiders over London. The tracer bullets that shot the flare down reveal themselves by their paths.
Photo, Fox

and were made from a number of directions. A heavy barrage was maintained for several hours, being especially fierce over the Thames Estuary.

On Saturday morning an attack by fighters and fighter-bombers was foiled and the raiders were turned back; in a later attempt, by about a hundred aircraft, bombs were dropped in Kent and Essex and a few of the enemy flew high over London. The night raids ended before midnight and were on a small scale. A few bombs fell in the London area and others in the Home Counties, in Eastern and in S.E. England.

Diving out of low cloud, several lone raiders dropped bombs in London districts on Sunday morning, and turned their guns on to people in the streets. In East Anglia and in the Midlands the same tactics were used, but few bombs in all were dropped and little damage was done. After an Alert in the afternoon, followed before dusk by the Raiders Passed signal, London spent a night without a raid warning.



Five hundred people in Kent have made their homes in disused chalk-pits, 90 ft. below the ground. These shelters form a series of tunnels which connect the pits, and one tunnel, 300 ft. in length, provides accommodation for 240 "cave dwellers." Here we see a family at dinner. Table, chairs, and household utensils give a realistic atmosphere of the home above ground.

A fleet of 260 motor ambulances has been provided by the American colony in London to assist air-raid victims. The ambulances are driven by women in the M.T.C. and W.T.S. Here are four members of the service—who are all fully qualified in first aid—rescuing a victim.
Photo, Central Press

Nazi Threat of Shipping Blockade Fails Again

Despite heavy and increased submarine attacks on Britain's merchant shipping in September accompanying the pseudo-solemn declaration of a "complete blockade" the situation was satisfactory. By contrast, U-boat losses were severe.

ON August 17, 1940, Germany made a solemn declaration of "a complete blockade of the British Isles." By that time the world was in no doubt that both Germany and Italy were doing everything in their power, regardless of international law or the neutrality of nations, to sink all shipping then trading to this country or likely to do so. The declaration was made with the intention of frightening the shipowners of the few remaining neutral maritime countries in Europe who continued to employ their ships in the lucrative trade with Britain. In particular, the threat was aimed at the tramp shipping of Greece, pressure being brought to bear in that country to persuade the shipping companines to break the chartering contracts they had made with the British Ministry of Shipping; as a bribe, alternative employment was offered in the non-existent overseas "import trade of Germany and Italy."

Whatever the real purpose of this declaration, the world was supposed to believe that a new campaign was opening at sea, many times more destructive than before. What happened? The average weekly rate of sinkings of British, Allied and neutral shipping rose slightly from about 80,000 tons gross to 87,000 tons up to the beginning of October. This increase was mainly due to the high losses of one week, that ending on September 22. The total losses for this week amounted to 172,467 tons, of which British ships accounted for 145,036 tons—then the highest figure for any week since the beginning of the war, even including the losses in the combined operations during the evacuation of the B.E.F.

The middle of September thus represented a peak of the enemies' submarine activity, for the majority of the sinkings were undoubtedly due to the U-boats rather than to aircraft, mines, surface raiders or the coastal batteries. It was in conformity with the experience of the war of 1914-18 that there should be a falling off in losses during subsequent weeks; a fortnight later the tonnage of British ships lost was the lowest recorded since the beginning of May. The success of our enemies was not attained without some sacrifice on their part. The Admiralty departed from its usual policy of silence in regard to anti-submarine activity to announce the sinking during the previous few weeks of seven German U-boats; in addition, more than 20 Italian submarines had been sunk up to the end of September.

It was a satisfactory feature of the month that, although the merchant shipping losses were high, no armed merchant cruisers or transports were lost, as the accompanying table shows. Naval losses also were comparatively slight, in spite of considerable naval activity in the Mediterranean and off the "invasion ports."

Foremost among the losses of merchant ships during September was that of the Ellerman liner "City of Benares." She was torpedoed without warning on the night of September 17, about 600 miles out in the Atlantic, while conveying 90 children to Canada. The weather was tempestuous and many boats were swamped. The death roll was tragically high. Only thirteen of the children, together with six more travelling privately, were rescued, and out of a total ship's company of 406, 248 were drowned. Forty-six of the survivors, including six children, were eight days in an open boat before a Sunderland flying-boat guided a warship to their rescue. In an attempt to excuse their action, the Germans first claimed that the liner had struck a mine and later that she was an armed merchant cruiser.

Merchant Shipping War Losses for September 1940

	Sept. 3, 1939 Sept. 1, 1940 Tons gross	Sept. 1 Sept. 29 Tons gross	Sept. 3, 1939 Sep. 29, 1940 Tons gross
BRITISH :			
Liners, cargo vessels	1,522,102	290,710	1,812,812
Lost in naval operations	73,220	—	73,220
Naval auxiliaries ...	151,033	—	151,033
Naval trawlers	17,105	604	17,709
Totals ...	1,763,460	291,314	2,054,774
ALLIED ...	462,921	56,199	519,120
Totals ...	2,226,381	347,513	2,573,894
NEUTRAL ...	769,213	42,870	812,083
Totals ...	2,995,594	390,383	3,385,977

Enemy Losses to September 29, 1940

	Sunk	Captured	Total
GERMAN ...	808,000	259,000	1,067,000
ITALIAN ...	140,000	151,000	291,000
Totals ...	948,000	410,000	1,358,000

In addition, about 33,000 tons of neutral shipping under enemy control have been sunk. The figures cover four weeks.

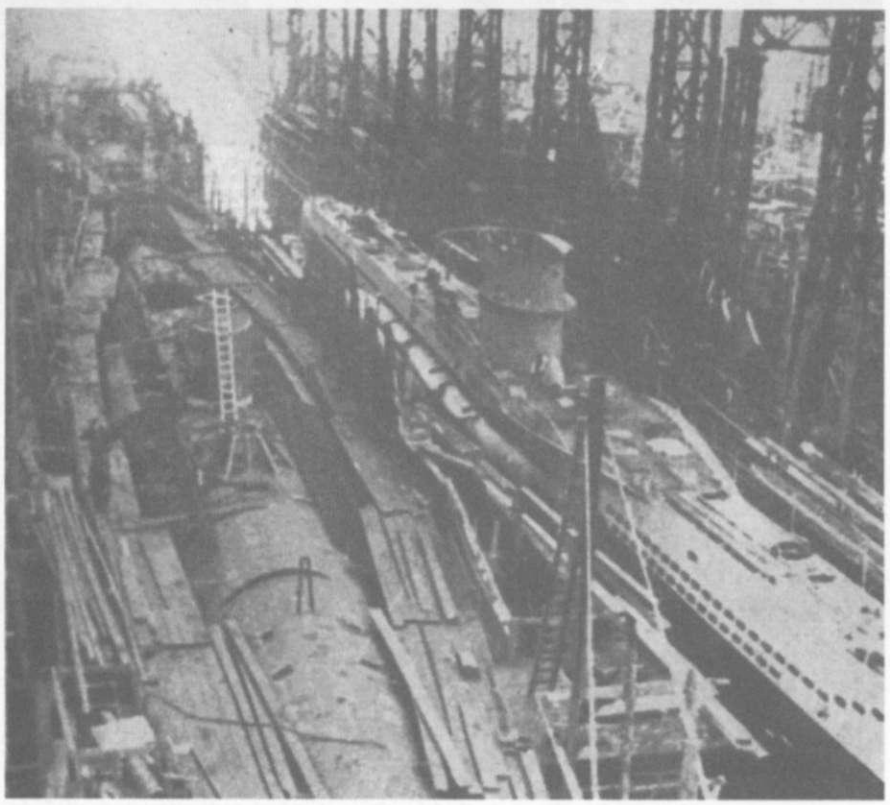
A week or two after the disaster it was announced that no more children would be sent abroad during the winter under the Government's scheme. It was revealed at the time that a liner with 320 evacuees on board had been torpedoed in August in the Atlantic; the ship stayed afloat and all the children were taken off.

The "City of Benares" was the flagship of the Ellerman Line, being the largest ship of the fleet. Of 11,081 tons gross, she was built on the Clyde as recently as 1936.

The list of captured German merchant ships was added to during the month by the exploits of a converted Canadian coastal passenger ship. The Norddeutscher Lloyd cargo liner "Weser," 9,179 tons gross, left the port of Manzanillo, Mexico, on September 25, with a cargo of oil in barrels—reported to number 19,000—intended possibly for refuelling enemy warships. The same evening she was captured by the "Prince Robert," a Canadian vessel of 6,892 tons serving as an armed merchant cruiser. "The Weser" was one of the fastest and best equipped German ships of the cargo liner type.

There was further news of the activities of the German surface raiders. Early in September a raider sank the British tanker "Cymbeline," 6,317 tons gross, 600 miles from the Azores after a brief exchange of shots. The tanker was on her way from Gibraltar to Trinidad.

Among the neutral merchant ships sunk in September were three Spanish vessels, each of them torpedoed by Italian submarines. They were the "Cabo Tortosa" (3,302 tons), the trawler "Almirante Jose de Carranza" and the "Monte Moncayo" (4,291 tons). The enemies' warfare at sea respects neither law, humanity nor friendship.



In her efforts to break the stranglehold of the British blockade, Germany has relied upon her U-boats. All the evidence goes to prove that in the relentless R.A.F. raids on docks and shipbuilding yards German submarine construction has suffered severely. Here are two U-boats in the course of being built. In September seven were sunk by the Navy. *Photo, Wide World*

How Destroyers Bring the Food Ships Home

THE NAVY'S TASK

Mr. A. V. Alexander, First Lord of the Admiralty, speaking in London on October 29:

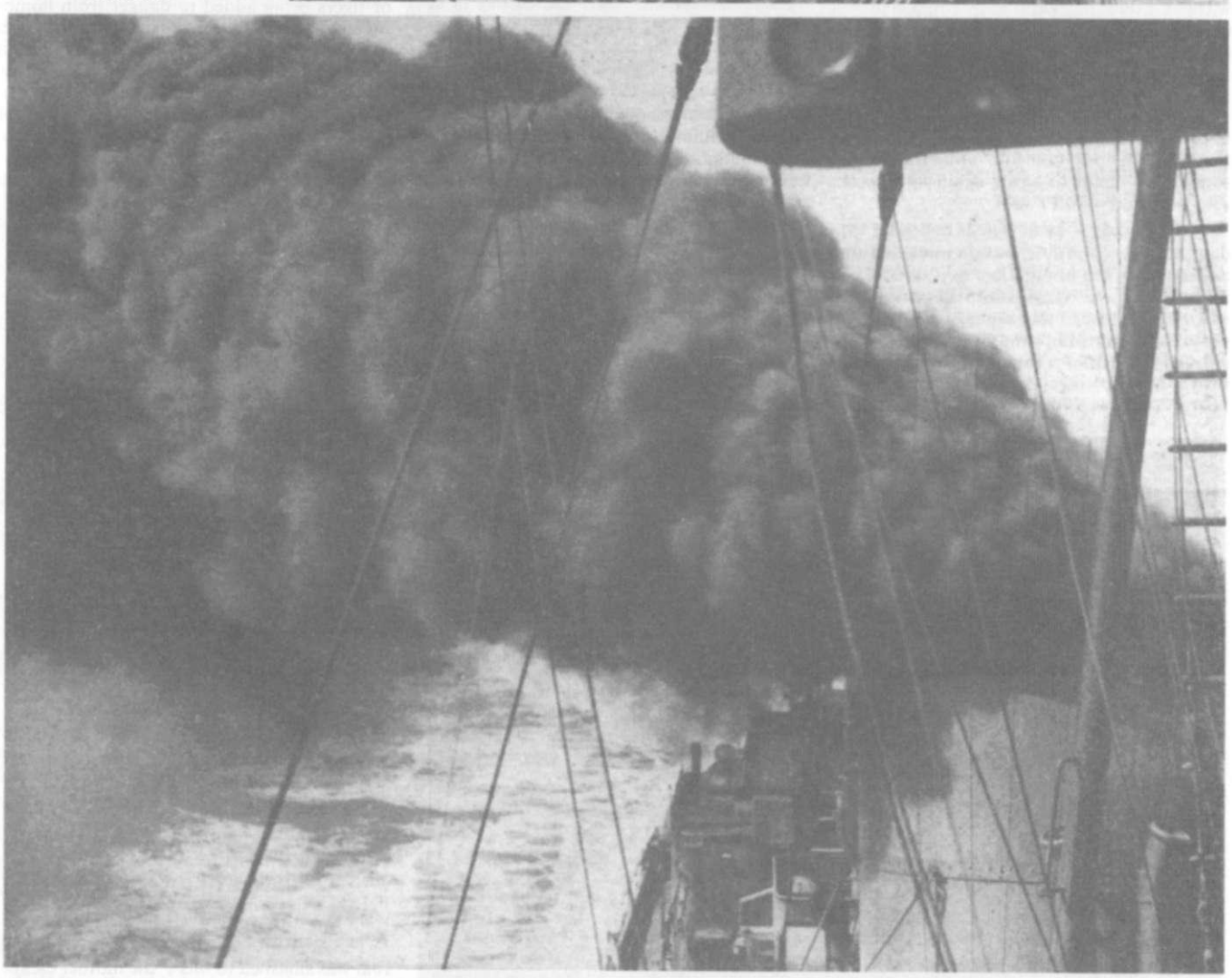
Large numbers of enemy submarines have been destroyed, destroyers and cruisers sunk . . .

The Navy was today not only defending the British lifeline, but it stood between the dictators and the free peoples in the Western hemisphere.

I feel that so long as we can continue to resist successfully, as we are doing, with the courage and fortitude of our people and the gallantry of our pilots in the air attack on these islands, sea power will eventually encompass the destruction of the enemy.

I hope the Navy may look for even greater cooperation in this decisive sphere of fight for victory and freedom. At this moment 2,500 British and Allied ships are on the seas on mercantile voyages, and we are receiving raw materials and weapons of war in enormous volume. When this traffic is compared with the limited movement open to mercantile marine of the enemy, it can be appreciated how great the daily gratitude to the Navy should be.

No doubt new and ever more threatening and dangerous methods of attack must be expected, but I am confident that the technical skill and courage of the Navy, backed by the resources of the scientists, will see us through.



A most important though not spectacular part is played in sea warfare by the destroyers that convoy the merchant ships through home waters and are called on to meet attacks on their charges from under the sea, from aircraft and from the big guns on the coast of France. In the top photograph machine-gunners with pom-poms that send a hail of bullets into the air are ready for dive-bombers. In the lower photograph, a destroyer sends out from her funnel a smoke screen to hide a convoy from the shore guns. *Photos, "Daily Mirror" and Central Press*

The Animals in the Zoo Don't Mind the Raids

The Zoo in Regent's Park is not only one of the favourite resorts of Londoners but a national institution. Hence this account, reprinted by permission from "The Times," of how it is faring during the weeks of bombing will be of interest even to many who have not—as yet—passed through its gates.

THE Zoo has not escaped its share of bombs any more than the rest of London; and, like the rest of London, it is carrying on. It has suffered material damage, but no casualties to its inhabitants beyond the death of Boxer, the young giraffe born at Whipsnade, who panicked when bombs fell in a paddock near the giraffe house and died from overstrained heart, and the escape of three humming birds through a hole in the birdhouse roof. Some serious damage to glass has been caused by the detonation of unexploded bombs—that task so gallantly performed by the bomb-disposal section of the R.E.s; but after representations were made in the right quarter, detonating is now done at a greater distance and with fuller precautions, so that it is no longer a source of trouble.

Looking after a Zoo in wartime involves its own peculiar responsibilities. For instance, if a bomb falls in it the inhabitants cannot be evacuated; yet they must continue to be fed and looked after. Luckily the two possible time bombs that fell in the Gardens without exploding were both small and not unduly near a populous district, and the animals' routine could continue until the R.E.s got round to digging the bombs up. Then, of course, there is the obvious danger of savage animals escaping after their cages have been damaged by a bomb. Luckily, the great majority of Zoo animals are not savage and could be easily dealt with by the Zoo's special A.R.P. staff.

The humming birds which escaped are doubtless gone for ever, but do not constitute a danger to the population of London. A demoiselle crane escaped into Regent's Park when its enclosure was damaged by a high-explosive bomb, but was recaptured by the offer of food after a few days; and a zebra which was liberated by a direct hit on the zebra house was rounded up without much difficulty and shepherded into a shed in the stores yard to await the morning.

These penguins at the London Zoo follow A.R.P. instructions. They are waiting to be admitted to the shelter as the "Alert" sounds.

Experienced keepers can manage to recapture most animals; but if a brown bear, say, or a chimpanzee, or a large antelope were to be liberated and to prove difficult, there are rifles and scatter-guns which could be brought into play as a last resort.

There remain the really dangerous animals. Of these, the poisonous snakes and spiders were all destroyed within a few hours of the declaration of war, since it was felt that, if released, they might elude capture. The only others in this category are the larger cats and Polar bears. All the dangerous larger cats have been placed in the lion house, and every night are shut up in the inner sleeping dens. These are so situated that it would take two bombs to release an inmate—one to break open the den and a second to break the bars of either the outdoor or the indoor cage. The odds against such a double event are so great that its possibility can be safely disregarded. The Polar bears (whom the keepers almost unanimously regard as the most alarming inmates of the Zoo) are each night shut in the underground tunnel behind their terrace, from which escape would appear to be impossible.

Bombs near the Zebras

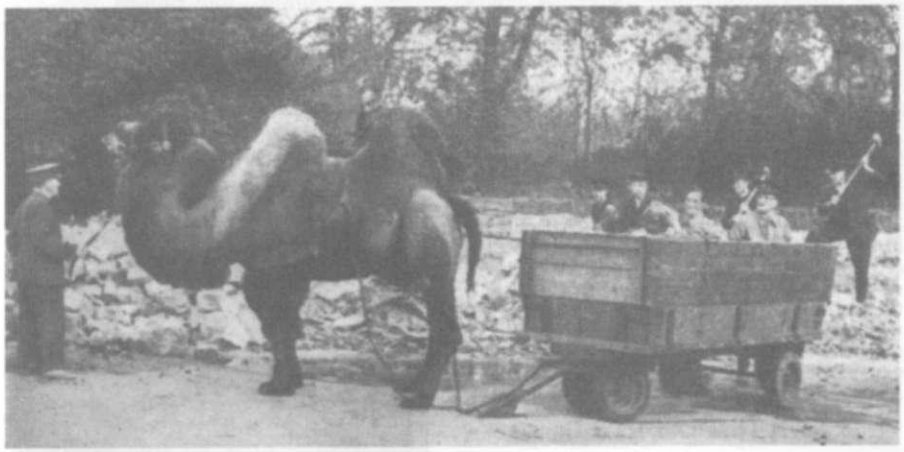
The Zoo authorities feel that no apprehension need be entertained of danger from lions or tigers being added to danger from bombs. Meanwhile, they have kept the Gardens open as one of the few places of open-air entertainment in war-stricken London, and numbers of visitors have testified to the feeling of escape into a saner and more agreeable world that accompanies an afternoon's visit to the Zoo.

The animals themselves have been singularly little incommoded by the air raids. A bomb which fell just beside the old rodent house made it unsafe, and all its inmates have had to be transferred to the north mammal house and the adjacent isolation ward; but none of them shows any trace of ill-effects. A hasty inspection of the zebra house in the middle of the night when the bomb fell on it gave the impression that at least half a dozen beasts must have been killed, yet none was even injured, apart from scratches. A roof beam came down between two zebras in a stall, but without touching them.

The stall with the female wild ass and her foal was smashed to bits; the mother escaped into the paddock, while the foal, slightly scratched, found a way out at the back over the ruins of the clerk of the works' office, and

The zebra house (bottom left) was bombed, but this zebra, inside at the time of the explosion, escaped unhurt.
Photos, Exclusive to THE WAR ILLUSTRATED

There's No Danger of Bombs Opening the Cages



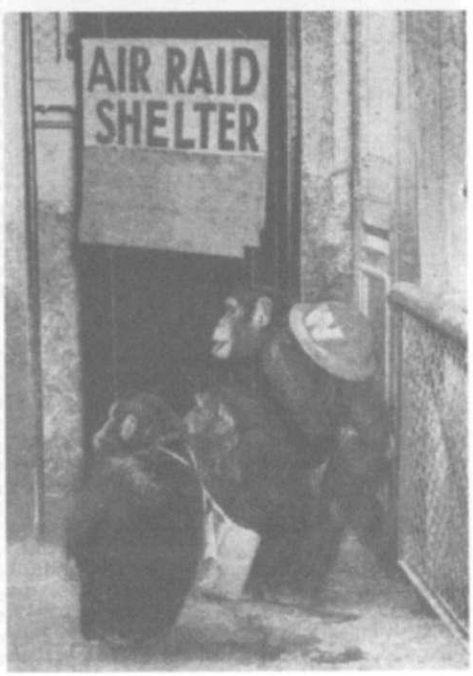
George, the camel, displays initiative after the raid ; he is hauling away some of the debris caused by bombs while the keepers help to clear the wreckage. George, top right, is seen taking cover.

was found in the morning sheltering, as one lady put it, " under the hippo "—in sober fact, in the stokehole beneath the hippopotamus house.

Monkey Hill received a direct hit, which freakishly blew half-a-ton or so of the concrete of the hill over the parapet without damaging the latter at all. The monkeys escaped because, like good citizens, they had taken shelter. They were all in the inner fastnesses of the hill, and none was injured. Next morning, far from showing any sign of shock, they were enjoying the new opportunities for gymnastic play afforded by the crater and the tumbled blocks of concrete around it.

The Giraffe House is one of the most popular places in the Zoo ; fortunately, the bomb which caused this crater fell outside it and little damage was done, although the giraffe Boxer later died.

For a time the Zoo was largely without running water owing to a direct hit on a main ; but all needs were supplied by peripatetic water carts. Visitors had to be sent away unfed, as the top storey of the restaurant was badly damaged by fire ; but now the catering service is re-established. The Zoo in fact is a microcosm of London. Hitler's bombs cause a certain amount of damage to it, and a considerable amount of inconvenience ; but they have not destroyed the morale or the routine of its inhabitants, animal or human, and it continues to function with a very respectable degree of efficiency.



This 14-ft. python (circle) is put into a strong box by its keeper and conveyed to a place of safety. Results of a bomb are seen above in the Monkey Hill enclosure. Three chimpanzees, right (with gas mask and tin hat !), wait and watch anxiously outside their shelter door.

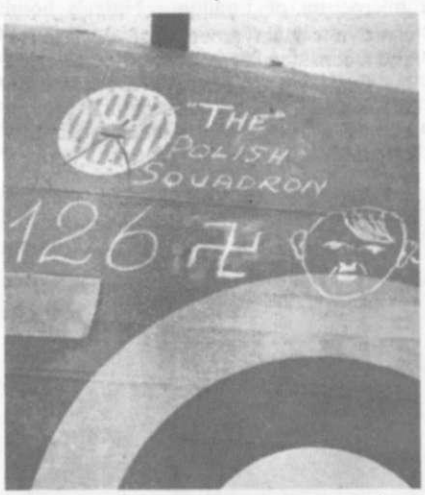
OUR SEARCHLIGHT ON THE WAR

Britain's Sympathy With Czechs

A MILITARY agreement between the British Government and the Provisional Czechoslovak Government was signed on October 25 by Lord Halifax and M. Jan Masaryk. It defines the principles on which the Czechoslovak armed forces will be organized, under their own Commander-in-Chief, for cooperation with the Allied Forces. The personnel of the Air Force, which has so distinguished itself, will be formed into Czechoslovak units attached to the R.A.F. The members will wear the normal R.A.F. uniform with distinctive badges. The land forces, which will be commanded by their own countrymen, will be organized out of troops now in Great Britain and the Middle East, and will be completed by mobilizing Czechoslovak citizens living in this country and by drafting volunteers from other countries. Czechoslovak regimental colours and badges will be retained. Dr. Benes, in a telegram to King George, said: "This further act of Allied cooperation will meet with glad satisfaction in my sorely afflicted country, whose people it will encourage to redouble their opposition to German tyranny. The Czechoslovak soldiers and airmen will be proud to be, as the result of this agreement, more closely associated with their British brothers-in-arms."

Eagle-Eyed Polish Airmen

FIGHTER squadrons composed of Polish airmen form a strong contingent of our Air Force. After their own country was overrun, about 200 officers and 2,000 airmen came to England and entered the R.A.F. Volunteer Reserve. When France capitulated these were reinforced by about 6,000 more who had been fighting with the Allies over there. Their success in accounting for the enemy has been striking, and one factor contributing to this is stated to be their exceptionally good eyesight. Two explanations have been given for this visual



On the side of a Hurricane of a Polish Squadron an amateur artist has been busy with a piece of chalk. The score justifies the claim, made by the inverted commas that it is "the" Polish Squadron.

Photo, British Official: Crown Copyright

superiority. First, because radio-telephony in Poland was poor compared with British standards, the Polish pilot had to rely entirely upon his eyes. Secondly, owing to the clarity of their country's atmosphere, the Poles are accustomed to focusing their eyes on points anything between 10 and 20 miles away, and are thus able to spot an aircraft before their more normally endowed British colleagues can see it. However this may be, one recently formed squadron shot down 109 enemy machines during the month of September alone, and its total tally, as noted in the photograph below, is now 126.

First O.M. to the R.A.F.

THE King conferred the Order of Merit on Marshal of the Royal Air Force Sir Cyril Newall when he received him at Buckingham Palace on October 29, on his appointment as Governor-General of New Zealand. The statutes of the Order were altered in 1935 to allow the honour to be awarded to officers of the R.A.F. as well as to those of the other Services; but Sir Cyril is, nevertheless, the first airman to be admitted to this very exclusive Order. The other Service members are Field-Marshal Sir Philip W. Chetwode, Lt.-Gen. Lord Baden-Powell and Admiral of the Fleet Lord Chatfield.

Nazis Hide Our Raid Damage

IN the R.A.F. communiqués Duisburg is often included among the German towns in which military targets, such as the power station, receive our bombers' attention. A neutral business man who has just left Germany was granted a permit to make a two days' visit to the town, on condition that he first reported at the police-station there. Complying with this request, he was told that one day would be sufficient to transact business with the two firms he wished to see. Moreover, the police telephoned the managers to confirm that he was expected, and instructed both to conclude the interviews that day. This done, a policeman accompanied him to the appointments, and the route taken in each case was a roundabout one, although the surprised business man, who was well acquainted with the town, protested that they were going out of their way. Not once was the visitor left to his own devices, and he was firmly seen off by a prescribed train before nightfall. All of which tends to show how important it was felt to hide from neutral eyes the extent of the damage inflicted by the R.A.F. on just one town in Rhineland.

More Support for De Gaulle

LONDON headquarters of the Free French Forces issued a communiqué on October 29 stating that General Legentilhomme had arrived in London and had placed himself at the disposal of General de Gaulle. General Legentilhomme, until the Franco-German Armistice, was in command of the Allied forces in French and British Somaliland at Jibuti under Sir Archibald Wavell, Commander-in-Chief of the Allied Forces in the Middle East. When the Armistice was declared he did his best to convince official and business people in Somaliland that it would pay them to back England. But Vichy got wind of this and dismissed him. He thereupon left Jibuti and went to Egypt. He is one of the survivors of the "Empress of Britain," having been rescued after many hours in an open boat.

Norway is Confident

HOW firm is the belief of the Norwegians that the Allies will win, and that the German interlopers will be banished from their country, is shown by a story going the rounds in Stockholm. A Norwegian went to one of the largest restaurants in Oslo and requested that a table should be reserved for him and his party for the day of King Haakon's return. The manager regretted, with unmixed satisfaction, that this was impossible, as every table had already been reserved not only for the first day but for the second and third as well. He offered one for the fourth day of celebration, and the applicant secured it with alacrity.

Bombs—and Bombs

MR. HOWE, Canadian Minister of Munitions, has gone to Washington to take part in conferences designed to speed up American production of war supplies. Before leaving Ottawa he announced that a huge new plant somewhere in Quebec was nearing completion, and by

Marshal of the Royal Air Force Sir Cyril Newall is the first airman to receive the Order of Merit. The Order was founded by King Edward VII in 1902 and is limited to 24 members who are distinguished by the letters O.M. after their names.

Photo, Keystone

February, 1941, would be turning out 500-lb. aerial bombs, with the eventual prospect of an output of 100,000 bombs a year.

Meanwhile, Germany is reported to have gone in for another form of "ersatz." According to a radio statement from Moscow, the Nazis have started using bombs with concrete casings. "The vast expenditure of metal in air bombing has induced Germany to look for substitutes, and concrete has been found suitable," said the speaker. "The concrete bomb is said to have sufficient penetrating power to pierce two or three floors of an ordinary dwelling-house." This specification is of interest in view of the Nazi contention that military objectives only are sought by their airmen.

Homes Fit for Heroines

AFTER the Great Fire of 1666 which reduced most of London to ruins, Sir Christopher Wren submitted a comprehensive scheme for rebuilding the entire city. The plan, which is preserved at All Souls College, was approved by King Charles, but was shelved owing to expense and the sacrifice of many interests which would have been involved. The present destruction wrought by German bombers may eventually prove an indirect blessing, for one of the duties of Lord Reith, head of the new Ministry of Works and Buildings, is to report to the Cabinet on measures for the reconstruction of town and country after the war. The Government is alive to this immense opportunity for abolishing the slums and for so reorganizing the housing problem that those who have suffered the enemy's raids with such stoical endurance shall later enjoy better and brighter homes than they might ever have known.

Over Berlin I Shouted 'Let Them Go!'

During the R.A.F.'s four-hour raid on Berlin on the night of October 20-21, one heavy bomber scored a hit at 2,000 feet in the very heart of the city under a heavy barrage. The following story of this exploit was told by the sergeant-pilot on his return.

THE Irish sergeant-pilot of the 'plane which made the dive-bombing attack had with him as members of the crew another Irishman, a Scotsman and an Englishman. He said:

It was shortly before midnight when we got going. There was so much mist that I could only see the first of the two flares on the flare-path as we taxied out to take off. Straight away we flew into "muck," and it was not until we had climbed to 2,000 ft. that I saw the moon for the first time. I decided to continue flying at that height until we got to the coast, so as to make a landfall there, but it was hopeless. We could not see the ground at all. I then decided to climb to our operational height.

The first time that we saw the ground was when we struck the Dutch coast, but even then we could only just make out where the water met the land—nothing else.

Though this was my first trip to Berlin, it was the fifth time that my navigator had been over it. There was thick cloud right along the route until we got to within 100 miles of the German capital. That meant dead-reckoning navigation practically the whole way.

Then the cloud broke up a bit. We pin-pointed ourselves here and there to make sure we were on course. When our estimated time of arrival was up we were south of Berlin, so swung north and went straight in, on to the south-east corner of the city.

Altogether we were 45 minutes over Berlin wangling our way in and then definitely pin-pointing the target. Twenty-five minutes of that time was spent over the centre of the city. Actually we were doing turns to get the full benefit of the moon. You could see lots of buildings and roadways if you got the angle right.

The ground defences were firing heavily from one corner of the city. Then from another corner they started peppering us heavily and the searchlights got on to us. But we had a couple of good landmarks to guide us to the target, and after a time the navigator picked them up.

He said, "I am sure that's it." I said, "All right; down we go." I put the nose down. It is useless going down if you are not sure of your target, but the navigator was right.

During the last 50 miles to Berlin we had talked about making a dive attack, and I had said that if there was any chance at all I intended to go straight in. I got our target in the gun sights and held it there until we were quite near the ground. We were diving down at a good speed, and the target was getting bigger and bigger all the time.

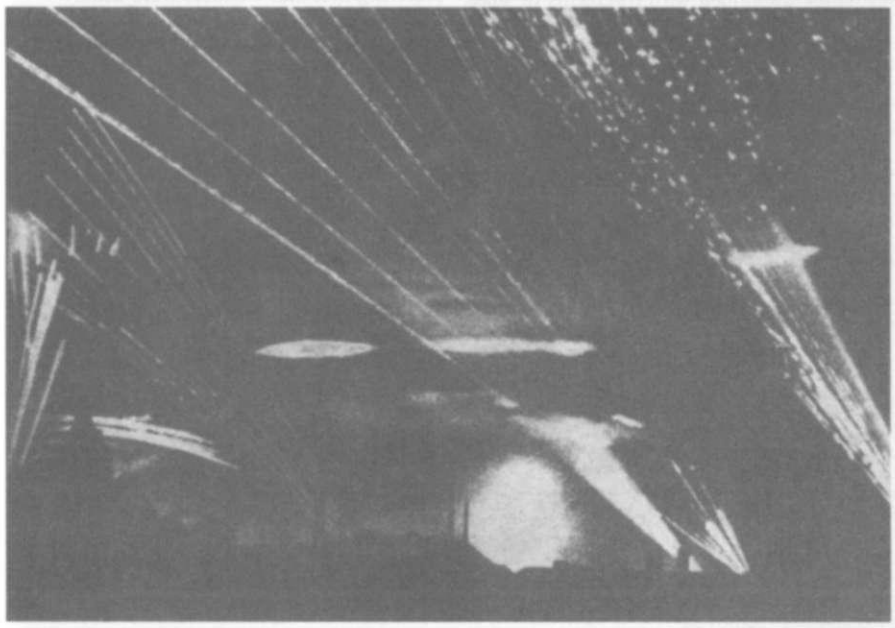
Then I shouted, "Let them go!" and the bomb aimer pressed the button. After we had bombed, the defences really did let us have it. The sky seemed alive with Flak (A.A. gun-fire). I put the aircraft into a vertical bank turn to get away, and out we went. I was swinging all over the place to get away.

Some of the German guns were high-angle guns, and we could see the flashes right back across the city. The rear gunner saw our bombs bursting in the target area; then fires broke out. He said there seemed to be a line of fire and a great red glow with flames belching from it. While we were getting out I was doing stall turns, steep turns, and climbing and diving alternately.

Then suddenly I saw a balloon go up in flames. Fire from the guns on the ground must have hit it. There was a flash and the whole thing was ablaze.

At first I thought it was another aeroplane; then I saw the cable quite clearly. Some of the blazing fabric came sliding down the cable. One of the chaps said it reminded him of the Indian rope trick.

It fell in our direction, and it seemed to be following us. That put the wind up us for a bit. It was several seconds before we got clear. Just after that I asked the navigator to give me a course for home.



Just such a barrage of bursting shells as this was what the sergeant-pilot who here tells of the bombing of Berlin saw when he dived towards his objective. Above, crews ready and equipped for a recent raid over Berlin. The pilot with his arms stretched out is indicating the size of the "souvenir" he intends to drop on Berlin. *Photos, Associated Press, Keystone*

I WAS THERE!

Our Skipper Proved 'As Cool as Ice'

The heroism of some of the seamen in the convoys was recognized on October 29, when decorations were awarded to them. The story that led to the granting of the M.B.E. to Captain W. H. Dawson, whose ship came into port with everything breakable aboard her smashed to splinters, is told here by two of his crew.

CAPTAIN DAWSON'S chief engineer, Harold George Travis, and his gunner, Robert Daniel Thomas, who were commended and rewarded for their bravery, told how their ship was brought into port after being attacked by E-boats and dive-bombers.

Gunner Thomas said:

It started at night. We were sailing in convoy down the Channel. Suddenly we heard gunfire, then flares shot over our craft. We were being attacked by German E-boats. I was on watch and manned my gun.

Captain W. H. Dawson, who was awarded the M.B.E. for his exploit against E-boats and dive-bombers, is here seen with his megaphone on the bridge of his ship.
Photo, "News Chronicle"

Then I saw my first E-boat and I let her have it. She disappeared as suddenly as she came. Next came the roar of enemy 'planes and bombs fell around us. But that was a picnic compared with the events of the day.

Shortly after midday we saw spouts of water towards the head of the convoy—bombs were bursting. Another E-boat in the distance opened fire and was driven off—but she had given our position to 60 enemy dive-bombers.

We waited for them. They roared out of the sky, falling down on us—it seemed from a terrific height. I held my fire.

Skipper Dawson was on the bridge. He was zigzagging the ship right and left as the bombers came down.

The first salvo left the first 'plane and we watched them all the way as they screamed down towards us.

Then the skipper said quietly, "Let them have it," and I did. The bombs fell on the port side and our boat shot out of the water. Great spouts swept over the bridge and washed the skipper across it. I was washed from my gun, but got back in time to let fly at the next German. Two 'planes came down, but who got them I don't know.

Eight salvos fell very close to us. Splinters were flying. I heard the crash of breaking wood and glass. My gun jammed and I took it to bits. Bombs were still falling.

I mended the gun and started firing again.

The skipper seemed as cool as ice—he's a cool stick, you know—and kept his ship swerving all the time.

Then the engineer—he had the worst time, I think—reported our auxiliary motors were broken. We were losing way, but the engine-room people went to work and repaired the damage.

Chief Engineer Travis declared:

It was rather unpleasant, you know. All the time we were being bombed the ship was jumping out of the water like a cork. In the engine-room we didn't know what was happening. The row was so great we couldn't hear the engines.

Water poured in through the skylights and began flooding the engine-room. Then we sprang a leak and more water came in. Our auxiliary motors broke down and we had trouble with the main engines.

We stuck the broken parts together and—well, here we are.—"*News Chronicle.*"

We Were Bombed on a London Tram

During an early morning air raid on London, on October 25, trams and buses in a busy street were severely damaged by a bomb, and several casualties occurred among the passengers on their way to work. Here are some eye-witness accounts of the scene by people who had fortunate escapes.

A PASSENGER in one of the trams was Mrs. M. Sell, who works in the offices of "The War Illustrated." She said:

I was on a tram which was going southwards from the City while an air raid warning was in progress. The top of our tram was empty, as far as I know, but there were a number of women inside. When we heard an explosion a little way off, one or two of them jumped up in dismay, but the conductor joked and made light of it and we went on.

Then we were held up by traffic lights—there were five trams in a row and one or two buses. Suddenly there was a second explosion right on top of us, and we all ducked instinctively on to the floor. Our tram was filled with thick smoke and dust and we could not see one another, but there was no panic and no one even screamed. As the dust cleared and we picked ourselves up, we found our hands were filled with fragments of glass from the windows. Still in silence, we emptied our hands and dusted ourselves down. I was dazed and could only think of searching for my hat which had been blown off.

When we got out of the tram we found that the one in front of us had been hit by a bomb, and passers-by who had been thrown to the ground were lying on the pavement. Women tore up their clothes to bandage the injured, and soldiers working near by took the wounded and people suffering from shock to a shop where they were given first aid before being taken to hospital. In the first shock I had hardly realized that I was hurt, but I had to go to hospital to have glass splinters removed from my face.

Miss Elsie Mackeson said:

The bomb scored a direct hit on the end of the tram behind the one in which I was a passenger.

People were flung all over the place, several of them being buried when the upper floor collapsed on the lower.

At first I thought the top of my head had been lifted off. I tried to help some of the others out, but the police and wardens were there in no time so I left it to them.

A bus passenger said:

We were travelling north when there were three terrific explosions. The bus windows were shattered into small pieces and the bus was filled with black fumes.

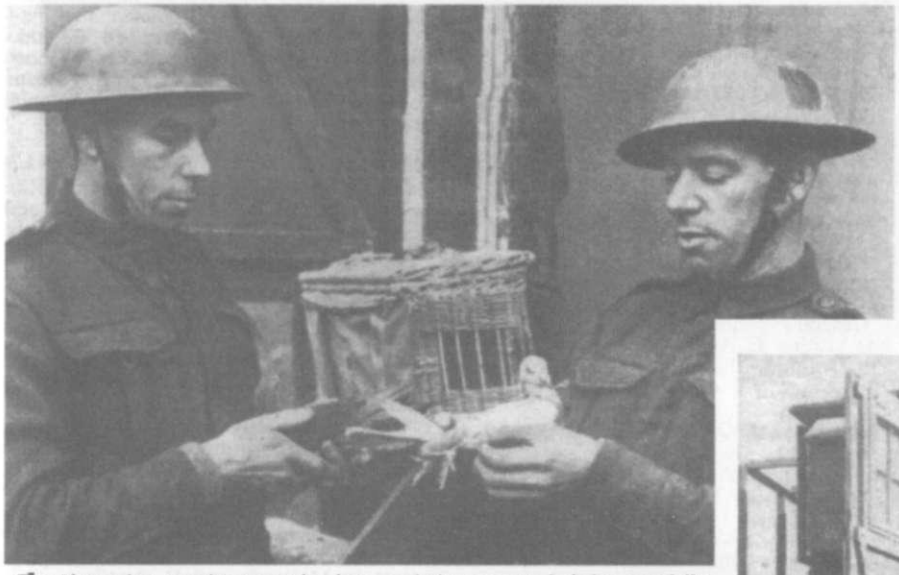
When the air cleared I saw that the conductor was injured on the head by glass, so I took him to a first aid post. Glass was strewn all over the road outside, and men and women were lying about on the pavement receiving first aid. Others were dead.

Trams and buses were sandwiched, and one tram was flattened. Ambulances arrived very quickly.

Here are two of the trams which were badly damaged when they were bombed as described by eye-witnesses in this page. During the rush hours the vehicles on this street are crowded with city workers.
Photo, Fox

Pigeons Have Their Place in Britain's Army

Above, a carrier pigeon is being prepared for a flight. The message, written on thin paper rolled up and placed in a quill, is attached to one of the bird's legs. Right, the pigeon carrying the message is released to speed on its way home.

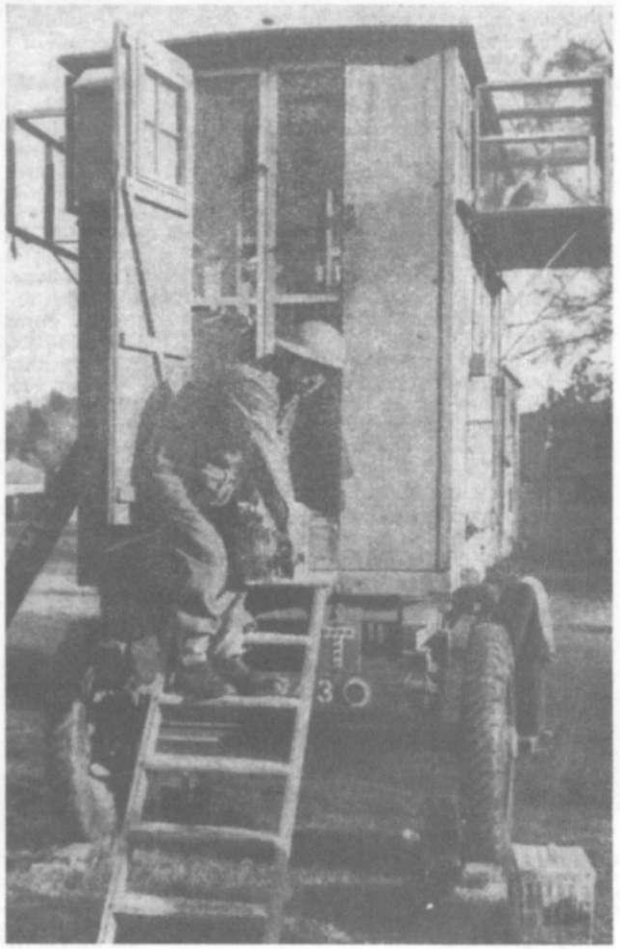


The pigeon has got home to its base, and the message is being carefully detached. Between the two men is one of the wicker cages in which the birds are returned to the dispatching point.

SINCE the siege of Paris in 1870-71 carrier pigeons have been used by the French army to carry messages, and in 1916, during the last war, the British Army adopted this means of communication. The Royal Corps of Signals has now many hundreds of pigeons in training, all handled by men who are experts. They are particularly valuable when telephonic communication has broken down, and as some of them fly over a mile a minute and can travel over 100 miles a day, they are both a speedy and safe means of communication.

Above, the corporal in charge of the pigeons hands the message to a motor dispatch-rider, who will carry it on the last stage to headquarters. Right is the mobile pigeon loft to which the pigeons fly home. Pigeons used by the fighting services have a special food—"National pigeon mixture"—which is now supplied to their breeders.

Photos, Topical, Sport & General



OUR DIARY OF THE WAR

TUESDAY, OCT. 29, 1940 *423rd day*

In the Air—Despite snowstorms R.A.F. raided Berlin, oil plants at Homburg, Sterkrade and Magdeburg, shipyards and docks at Bremen, Wilhelmshaven, Den Helder, Ymuiden, Flushing and Ostend. Other aircraft attacked railway communications, 29 aerodromes, searchlight batteries, and A.A. gun positions.

War against Italy—Admiralty announced that British naval aircraft had attacked Maltezana, capital of Stampalia, Dodecanese.

R.A.F. made numerous raids and reconnaissances in Libya; objectives included Bomba, Tobruk, Menastir and Sollum.

Cairo reported Italians had been routed near Blue Nile by Sudanese frontier force.

Home Front—Day raiders attempted four attacks on London, but few reached the capital. Three raids on Portsmouth area, damaging houses and shops. Scottish auxiliary squadron shot down 8 Messerschmitts over Kent. Italian bombers, protected by German fighters, took part.

Intermittent night attacks. Hotel, block of flats and R.C. church struck in London. Merseyside and Midlands raided.

Enemy lost 30 aircraft. Seven British fighters missing, but pilots of five safe.

Greek War—Athens communiqué stated that Greek troops held their positions against enemy attacks. Rome reported break in Greek line at S.E. tip of Albania. Italian forces reported to have landed at Corfu.

WEDNESDAY, OCT. 30 *424th day*

On the Sea—Admiralty announced that H.M. trawlers "Wave Flower" and "Joseph Burton" had been mined.

In the Air—Cherbourg attacked by R.A.F. in daylight. Night bombing operations included raids on docks at Antwerp and Flushing and naval bases at Emden. Coastal Command aircraft bombed Ostend Harbour.

War against Italy—Italians unsuccessfully attempted with a special device to torpedo ships in harbour at Gibraltar.

R.A.F. made reconnaissance flights over Greek and Italian coastal waters. Other formations raided Bardia and Tobruk, Massawa, Teclezan and Keren.

Home Front—Small formations of aircraft made daylight raids over S.E. coast, but damage was slight.

Night raids confined mainly to London and south and east England, though some bombs fell in Midlands. Church and rectory damaged in E. Anglia.

Nine enemy aircraft destroyed. Britain lost five fighters, but pilot of one safe.

Greek War—Athens reported that Greek resistance to Italian advance continued. Patras bombed five times.

THURSDAY, OCT. 31 *425th day*

In the Air—Coastal Command aircraft scored direct hit on enemy supply ship off Norway. No night bombing operations by R.A.F. owing to bad weather.

War against Italy—R.A.F. bombers made first raid on S. Italy and successfully attacked oil tanks and other targets at Naples.

Air battle over Mersa Matruh, when large force of Italian bombers and fighters attacked the town. Eight destroyed by R.A.F.

Home Front—Reduced daylight air activity over Britain. Bombs fell on towns in S.E. districts and S. Wales and Midlands.

Short night raid on London met by extensive barrage. Bombs fell in inner and outer suburb, and also in E. Anglia and a Midlands town. No aircraft shot down.

Greek War—Slight Italian advance southwards down west coast stubbornly contested by Greeks. Greek naval forces bombarded enemy right flank.

FRIDAY, NOV. 1 *426th day*

On the Sea—British convoy off Thames estuary reported attacked by enemy aircraft, but squadron of Spitfires counter-attacked and raiders were driven off with loss of eight.

German long-range guns heavily but unsuccessfully shelled British vessels in Straits of Dover.

British merchant ship "Eurymedon" and steamers "Matheran" and "Sulairia" reported sunk by U-boats.

In the Air—R.A.F. heavily bombed railway targets in Berlin, synthetic oil plants at Magdeburg, Krupps' works at Essen, railway junction at Osnabruck, 15 aerodromes and gun positions on French coast.

Home Front—Several formations of enemy aircraft and also isolated machines crossed British coasts and made for Portsmouth and London areas. Raiders were soon dispersed, but some bombs fell in London, Lincs., E. and S.E. counties. Naval A.A. guns shot down two raiders during dive-bombing attack on shipping in Thames estuary.

During night bombs fell in a few London areas, two Midland towns, few districts in Merseyside, and one in E. Scotland.

Enemy lost 18 aircraft. Seven British fighters lost, but pilots of two safe.

First award of Military Medal to women, three members of the W.A.A.F.

Greek War—Italians reported to have launched big attack from Koritza in direction of Florina. Athens reported violent artillery duel on Epirus front. In Florina sector Greeks advanced 3½ miles into Albanian territory and captured 9 Italian officers and 153 men.

Italian aircraft raided the Piraeus and Salonika. Athens raided for first time, but ineffectually. Corfu and Larissa also attacked.

General—Announced that General Smuts was visiting E. Africa, and on Oct. 27 met Mr. Anthony Eden in course of latter's inspection of Middle East Command.

SATURDAY, NOV. 2 *427th day*

In the Air—Owing to bad weather R.A.F. carried out no bombing operations.

Home Front—Two strong enemy formations attempted to reach London, but most were driven back. Few bombs fell in Kent and Essex. Night raids were on small scale and ended before midnight.

Nazis lost 10 aircraft, Britain none.

Greek War—Athens reported violent artillery duels in Epirus and W. Macedonian fronts. Positions occupied by Greek troops in Florina sector retained, and a new line of heights within Albanian territory occupied.

Italians reported to be marching on Janina after crossing Kalamas river in pontoons.

Greek fighters and A.A. guns prevented raiders from reaching Corinth Canal. Two waves of bombers raided Salonika, where 200 civilians were killed. Corfu, Patras and Janina were also attacked.

SUNDAY, NOV. 3 *428th day*

On the Sea—Admiralty announced that H.M. trawlers "Hickory" and "Lord Inchcape" had been sunk by enemy mines.

In the Air—Despite adverse weather conditions, R.A.F. carried out successful attacks on naval dockyards at Kiel and oil tanks and railway targets at Naples.

War against Italy—Cairo reported that two enemy 'planes had been shot down in raid on Malta, and two others damaged. S. African Air Force destroyed two Italian bombers in Kenya.

Home Front—Little daylight air activity. Few bombs fell in southern half of country. Diving aircraft delivered short bursts of machine-gun fire. No night raids on London. Enemy reported from N.E. England and E. Scotland, where tenement houses were demolished.

One enemy bomber destroyed. Britain lost one fighter.

Air Chief Marshal Sir Wilfrid Freeman appointed Vice-Chief of Air Staff.

Greek War—Announced that British troops had landed in Greek territory, that Navy was there, and that air support was being given.

Greek troops reported to have encircled Koritza after battle in which they made 1,200 prisoners and destroyed 30 tanks. Attacks in Florina sector repelled. Enemy made 15 bombing raids, mostly against positions captured from them. Salonika again raided.

MONDAY, NOV. 4 *429th day*

On the Sea—Admiralty announced that two more Italian submarines had been destroyed by our light forces. Two others had taken refuge at Tangier.

Armed merchant cruisers "Laurentic" and "Patroclus" reported sunk by U-boat, and H.M. trawler "Tilburyness" lost through enemy air action.

In the Air—Adverse weather hampered R.A.F. operations, but raids were made on Channel ports.

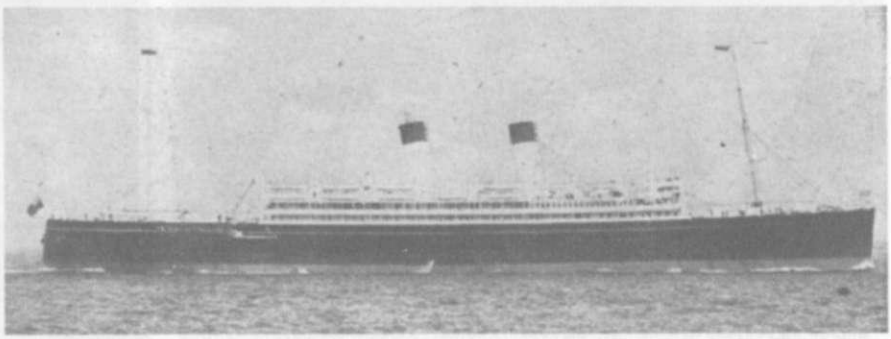
War against Italy—R.A.F. bombed Italian embarkation ports on east coast, including Bari and Brindisi, and Santo Quaranti, principal port for Epirus and Macedonian fronts.

Home Front—Small daylight raids when bombs fell in London area and at widespread points in Midlands and E. Anglia.

Night raids were resumed and enemy appeared over London and many parts of England and Scotland. S.E. coast town attacked by three bombers. Workers leaving factory in London area machine-gunned.

Greek War—Reported that town and valley of Koritza were being bombarded by Greeks, and that guerilla leader, Varda, and his band had cut off Italian force, numbering 30,000, near Janina. Stated that heavy naval engagement was in progress off Corfu, and that Italian warship had been sunk. British troops landed in Crete.

General—Tangier taken over by Spain.



H.M.S. "Laurentic," which has been sunk by U-boat. Before being taken over by the Navy and commissioned as an armed merchant cruiser, she belonged to the Cunard-White Star Line. She was built in 1927 and displaced 18,724 tons. *Photo, Fox*